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# The Hongkong Telegraph.

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THURSDAY, JULY 26, 1923.

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## HONGKONG SHIPPING CONTROL.

### LENGTHY REPORT BY THE GOVERNMENT.

#### Reply to the Moller and Burkill Allegations.

#### INDEMNITY BILL CONTROVERSY.

There was laid on the table of the Legislative Council this afternoon a lengthy report on Shipping Control in Hongkong during 1917-23. Signed by the Hon. Mr. A.G.M. Fletcher, Colonial Secretary and Ex-Chairman of the "Vital Requirements Committee," Shipping Control Committee, it comprises twenty printed pages, and its most striking feature is a detailed reply to the recent allegations made against the Hongkong Government by Mr. E. Moller and Mr. C. R. Burkill in Shanghai. The report is prefaced by a statement that "the general settlement with the owners is all but complete, and in view of the wide publicity which has been given to certain statements made recently in Shanghai, it has been decided to issue the report without further delay."

The report goes into the history of the Imperial Government's scheme for the requisitioning of British steamers of the Indian and Far Eastern liner services, and then refers to the appointment by the Hongkong Government, in May, 1917, of the Vital Requirements Committee. It is shown that in October of that year, the Secretary of State suggested a scheme for the requisitioning of vessels belonging to shipping companies registered in India, Straits Settlements and Hongkong, which, after correspondence, the Hongkong Government accepted "with some hesitation."

#### Old Vessels Controlled.

Reference is also made to the visit to Hongkong early in 1918 of Colonel Thomson, Shipping Adviser to the Indian Government and Agent of the Shipping Controller in charge of all lines with headquarters in the Far East, for the purpose of inaugurating a scheme of local shipping control. This scheme was prepared and was subsequently operated, in accordance with definite instructions from the Shipping Controller in London. Later, Colonel Thomson supplied the Government with a list of thirteen steamers which were to be requisitioned, these being mostly old and out-of-date vessels. The report states that "not one of them was suitable for full requisition for Imperial purposes, and several of them would perhaps not have been running at all, had it not been for the war."

#### The Financial Aspect.

In February and March, 1918, telegrams were exchanged between the Hongkong Government and the Colonial Office and it was finally arranged that the requisitioning should be done by the Imperial Government, but that the Hongkong Government must accept full responsibility for the financial result of the scheme. The Hongkong Government proposed that the profit, if any, after payment of local expenses, should go to the Imperial Government, subject to the latter guaranteeing the Colony against heavy loss, but the Shipping Controller was unable to accept this proposal. It was laid down that the Imperial Government was in no way interested in the financial arrangements or their results except to see that remuneration of Colonial registered vessels is not appreciably higher or lower than that of competing vessels registered and owned in the United Kingdom.

The report then refers at length to the operation of the scheme and some of the uses to which the vessels were put. Although the scheme was proving satisfactory, the tonnage was not sufficient to meet requirements, and vessels outside the Hongkong Registry were

requisitioned. The Shipowners' Protection Association at one time wished to be represented on the Shipping Control Committee, but this request was refused for the reason that the Committee had been chosen as an independent body having no connection with the requisitioned ships. All through the report it is emphasised that the Shipping Controller in London would not permit remuneration to be appreciably higher or lower than that of competing vessels, and the point is made that the Hongkong Government did not have a free hand in the matter.

Regarding the question of insurance against war risks, the report points out that although the risks were slight, the insurance rates were high. As to freights rates, the Government decided that it had no option but to charge the then market rates, and it strictly adhered to the policy that in deciding upon the various uses for which ships were required, any consideration of profit must be kept entirely in the background.

#### The Profits.

The report states: "The Hongkong Control Scheme resulted financially in a net profit of £223,204. The total expenditure exclusive of war risk insurance amounted to £6,387, a somewhat striking figure when it is remembered that it represents the entire cost of controlling seventeen ships, with detailed examination of all their trading accounts, for the best part of a year. Many a brokerage fee for negotiating a single charter amounted to a vastly greater sum, and, if the immense amount of work done had been charged for according to the spacious ideas as to remuneration in the shipping business then prevalent, the profits would have been most materially reduced."

#### A Rejected Proposal.

In 1920, the Imperial Indemnity Act was passed, it being laid down that its provisions might apply to any of the Crown Colonies, but the Colonies were invited to consider the alternative of local legislation. The Hongkong Government in September, 1921, introduced an Indemnity Bill, which was opposed by the owners and it was then decided not to proceed further with the matter until the return of Mr. Fletcher who had conducted all the negotiations with the owners on behalf of the Government. On the return of Mr. Fletcher in 1921, a proposal that half of the money held by the Government should be returned to the owners was put before the Unofficial members of the Legislative Council. The owners were warned that in any event it was improbable that the Imperial Government would be able to accept the proposal, but the Unofficial members rejected it on the ground that all British shipping having been treated alike, it would be unfair to discriminate in favour of ships which had been controlled in Hongkong. The Hongkong Government, the report states, had no alternative but to pass the Indemnity Bill, which became law by the unanimous vote of the Legislative Council in August, 1922.

In March, 1923, a letter was sent by the Government to the shipowners' solicitors, stating that the Secretary of State could not see his way to recommend the shipping control of Hongkong, should not receive the Royal Assent, and it was intimated that the Secretary of State desired that the owners be warned that any concession which the Hongkong Government might wish to suggest would require his

sanction after consultation with other departments of Hongkong interested in the matter. No reply has been received to that letter, and there the matter now stands.

#### Vessels' Value.

The report then proceeds as follows:—Various statements have been made in petitions presented to the Legislative Council and elsewhere, regarding alleged losses sustained by owners owing to the Hongkong Government's Control. The following correspondence bears upon the point:—

Messrs. Deacon, Looker, Deacon, and Harston to Colonial Secretary, 11th April, 1918:—"We enclose herewith working accounts of the steamships Telemachus, Pheumpeh, Haimun, Brisbane, Wallowra, Castlefield, and Patriot. From a perusal of such working accounts it will be seen that, when the remuneration proposed to be paid by the Government is placed against the working expenses, the result is a very substantial loss in each case."

Colonial Secretary to Messrs. Deacon, Looker, Deacon, and Harston, 15th April, 1918:—"I may state, however, that this Government is unable to accept the figures which you have put before it. In the case of the S.S. Telemachus for instance the owner's commission is reckoned upon the sum of \$45,907; whereas it would in fact, under the calculation given, be payable on a sum of \$58,800. Depreciation is allowed for upon a value of \$600,000, or roughly £90,000 whereas, apart altogether from the question whether or no depreciation is a proper charge, it is customary to take the value, for purposes of depreciation, as the purchase price plus renewals less the amount already written off. Without going further into detail, it may be stated generally that the accounts, as presented by you, are not drawn up in accordance with the customary practice of shipping companies. This Government will, however, closely watch the working of the requisition scheme, and I am to assure you that the interests of the owners will receive its sympathetic consideration."

With regard to the value of \$600,000 placed upon the S.S. Telemachus, at the time when she was about to come under control, it may be mentioned that in 1916, when large profits were being made and there was no control, the value of the ship was given for probate purposes in the sum of \$185,000. The sterling equivalents on the pertinent dates were approximately £92,500 and £19,000.

#### The Moller Allegations.

On the 7th June, 1923, at a meeting of the shareholders of Messrs. Moller & Co. (Shanghai), Ltd., held at Shanghai, Mr. E. Moller referred to the Hongkong Government's "unjustifiable scheme, which in its pitilessness and relentlessness is quite unparalleled—a scheme, which has had the effect of driving into liquidation a modest Shanghai Shipping Company which has had its Red Anchor flag flying over these Chinese waters for over half a century." Mr. Moller did not make it clear to what company he referred; it was not Messrs. Moller & Co. (Shanghai), Ltd., as that company was incorporated in 1918. Lloyd's Register of Shipping for the year immediately before the outbreak of war does not include Messrs. Moller in the list of shipowners, and it appears from subsequent editions of the Register that the ships which were named by Mr. Moller to his shareholders were acquired at various dates after war began.

In particular connection with the Hongkong Control Scheme Mr. Moller mentioned three vessels only, the S.S. Manapouri, Castlefield, and Wallowra, and he stated that "the audited figures covering the running of the steamers under control in most cases showed a severe loss." The Government has received statements of alleged losses in respect of six of the seventeen steamers controlled.

Mr. Moller's remarks were generally supported by Mr. C. R. Burkill, who said that he could confirm them from personal experience.

The Government has not accepted the audited figures, referred to by Mr. Moller, and it is its experience that expert opinion of the value of the subject matter of a claim varies very considerably according as the claim is made by or against the Government. The following figures may be quoted in this connection. The audited accounts in respect of two vessels gave \$10,488 and \$26,320 as actual losses sustained, exclusive of interest, over the period 16th April, 1918, to 31st January, 1919. These vessels were owned by two one-ship companies whose balance sheets in respect of the year 1918, show: in the one case profit for the year \$384,045, remuneration to Directors and Auditor \$38,424 and dividend of \$373 \$50 share; and in the other case profit for the year \$214,265, remuneration to Directors and Auditor \$21,446, and dividend of \$190.50 per \$50 share, the capital being \$40,000 and the steamer being written down to \$20,000 in each case.

With regard to Mr. Moller's ships, his audited accounts, which have not been accepted by the Government, show losses sustained by owner exclusive of interest, \$42,359 in respect of the Manapouri, and \$19,134 in respect of the Castlefield. Mr. Moller has not made any claim for loss in respect of the Wallowra. The total of the two claims is \$61,493, against which there is a debt due by Mr. Moller to the Hongkong Government in the sum of \$44,512, exclusive of interest. Almost the whole of this debt is due, not in respect of a sum paid in error by the Government, but in respect of Mr. Moller's ships, Messrs. Moller (Hongkong) Ltd. on account cargo carried in the S.S. Patriot.

As regards the Castlefield, Messrs. Moller & Co., with the approval of the Shipping Control Committee, let the ship on a most advantageous charter for twelve calendar months from December, 1918. The charterer failed to take the vessel up, the Attorney General of Hongkong joined with the Castlefield Steamship Company as plaintiffs in an action against the charterer. Judgment was obtained in a very large sum, and it is understood that the matter was finally settled on payment of between \$300,000 and \$400,000. The Hongkong Government made no claim in respect of the sum which would have been due to it up to the end of January, when its control terminated, but it did rely upon Mr. Moller's debt being paid out of that money. Even if Mr. Moller had discharged this debt, he would still have had a most substantial sum in hand.

The Government is unaware of the subsequent history of Mr. Moller's three ships; except that it is informed, though it cannot vouch for the fact, that the S.S. Wallowra was sold for a much larger sum than the original purchase price; but it is unable to find any evidence in support of the allegation that the winding up of Messrs. Moller & Co. (Shanghai) Limited, is in any way due to the Hongkong Control Scheme.

#### The Case of the "Patriot."

The S.S. Patriot was owned by Messrs. A. R. Burkill and Sons, and at the time when she came under the Hongkong Control Scheme she was on time charter for a period of five years ending in 1921, at a rate of \$12,000 a month. With regard to this vessel, Burkill's agents wrote to the Shipowners' Protection Association under date the 11th April, 1918:—"S.S. Patriot. Owing to the above vessel coming under Government Control on or about the 15th April, 1918, according to the proposed control rates the steamer will be earning \$15,010 per month, which in this particular case is an improvement in the earning capacity of the steamer; and on this very same date, the 11th April, Messrs. Burkill's solicitors wrote to the Colonial Secretary stating:—"We enclose herewith working accounts of the S.S. Telemachus, Pheumpeh, Haimun, Brisbane, Wallowra, Manapouri, Castlefield, and Patriot. From a perusal of such working accounts it will be seen that, when the remuneration proposed to be paid

by the Government is placed against the working expenses, the result is a very substantial monthly loss. Unless the Government are prepared to very substantially increase the remuneration bankruptcy or liquidation will be the inevitable outcome."

The Government has not received the S.S. Patriot's audited figures, but whatever results these show, Mr. C. R. Burkill has at least the consolation that his firm received considerably more remuneration in respect of this ship when under Government Control than it had been receiving under the charter arranged by his firm. Messrs. A. R. Burkill and Sons have not presented any claim for losses incurred by the S.S. Patriot or Wallowra.

The Douglas Steamship Company's accounts show that that Company was able to pay a dividend of 12% and a bonus of 10% in respect of the year ending the 30th June, 1918, and a dividend of 12% and a bonus of 6% in respect of the following year, with due provision for depreciation, reserve, and underwriting in addition.

On the other hand there may be quoted the case of one vessel which was so cranked that crews were reluctant to go to sea in her, and it was unlikely that her insurance would be renewed. New decks were required to obviate claims on account of sea water spoiling the cargo, and on every trip ballast had to be purchased, as the ship when light was liable to capsize, while the ballast had to be taken out to make room for cargo. In this case, a considerable sum due to the Government was remitted ex gratia. In two other instances special circumstances led to a remission of certain payments due.

The Hongkong Government has throughout maintained the position that the majority of its controlled vessels were old and out-of-date, with excessive coal consumption and heavy repair bills, and that therefore the owners, being remunerated at the same rate as competitors operating more modern and up-to-date ships, were in this respect at a decided disadvantage; although the owners of Hongkong controlled vessels did not pay income tax or excess profits duty. The Hongkong Government cannot however agree that the owners lost money, and it suggests that, in the minds of some owners at least, there has been a confusion of thought between losses supposedly incurred and profits anticipated from war conditions which were not received.

#### The S.S. "Wallowra."

In a letter addressed to the North China Daily News, under date the 21st June, 1923, Mr. Burkill wrote:—"The most amusing feature of this is that while the Hongkong Government were apparently carrying such war risk, they kept the secret so well that shipowners were not informed that war risk was covered, and I defy any Government servant in Hongkong to produce any document showing that the owners of the S.S. Wallowra were notified that the boat was covered for a specified sum under a Government war risk policy or any other war risk policy."

Mr. Burkill had previously said that "we received no Government policy for war risk, and insuring this risk was no small cost even though our boats were not in the danger zone."

The S.S. Wallowra was requisitioned on the 30th November, 1917, under Admiralty Charter Party T. 99, in which it was stated that the Government assumed liability for war risk.

In a circular letter, addressed under date the 13th March, 1918, to owners or agents of all the steamers, including the S.S. Wallowra, it was stated:—"The Government will accept all war risks (vide clause 19 of Charter Party T. 99) but, where it has been your practice to incur this expense in past, you are authorised, for the present, to continue this expenditure on Government account."

As in his letter to the North China Daily News Mr. Burkill quoted this circular letter, he had presumably read it.

On the 18th May, 1918, Messrs. Moller & Company, representing the Wallowra's owners, wrote:—"re S.S. Manapouri, Castlefield, Wallowra. The parties concerned are anxious to know if in case of any of these vessels are lost through submarine or war-like cause whilst under Government requisition or Control, whether they will be fully covered by the Government for the full value of the steamer."

The Government in reply quoted from Charter Party T. 99 the Government's undertaking to accept all war risks.

#### The Risks of War.

On the 18th July 1918, the Shipowners' Protection Association, of which Messrs. A. R. Burkill & Sons were members, put the following questions:—(1) "In the event of a vessel being damaged or lost through any act of war on the part of an enemy raider, what compensation or redress would an owner be liable to receive from the Government?" (2) "Does war risk insurance as covered by the Government include loss or damage to a vessel occasioned by an enemy raider and would owners receive the full insurance?"

On the 23rd July, the Government replied:—"Referring to your letter of the 18th July, I am directed to invite your attention to Sections 11 and 12 of my circular letter of the 13th March, which read as follows:—(11) The Government will accept all war risks (vide Clause 19 of Charter Party T. 99) but, where it has been your practice to incur this expense in the past, you are authorised, for the present, to continue the expenditure on Government account, whether in the form of premium or call in respect of Policies on hull and machinery, including the continuance of any excess value insurance hitherto maintained by you, on the understanding that you will hold the Government absolved from liability in respect of the amount for which insurance was effected under insurance policies; but when any policy on a vessel lapses it should not be renewed. (12) If the war risk insurance above authorised is vitiated by your obedience to Admiralty instructions, other than those of local navigation, or by your obedience to instructions of the control Committee, the Government will indemnify you against the consequences."

Clause 19 of Admiralty Charter Party T. 99, which is referred to above, reads as follows:—"The risks of war which are taken by the Admiralty are those risks which would be excluded from an ordinary English policy of marine insurance by the following, or similar, but not more extensive clause:—Warranted free of capture, seizure, and detention and the consequences thereof, or of any attempt thereof, piracy, extortion, and also from all consequences of hostilities or warlike operations, whether before or after declaration of war. Such risks are taken by the Admiralty on the ascertained value of the steamer, if she be totally lost, at the time of such loss, or, if she be injured on the ascertained value of such injury. Should a dispute arise as to the value of the steamer the same shall be settled as laid down in clause 31. This reply relates of course only to ships under Government requisition under the scheme laid down in the above circular letter."

As the owners knew exactly their rights and the Government's liabilities in respect of war risk, namely that their ships were fully covered in a value which would be settled by agreement, or, failing agreement, by arbitration, and on appeal by the Courts, it did not occur to the Government to notify them individually as to the precise manner in which the risk was being carried. Detailed information was open to any one who might enquire. A similar practice obtained in respect of vessels under Imperial requisition.

The Government received no claims for a refund in respect of war risk expenditure incurred by owners, nor did any owner state that he was insuring against war risk.

#### Requisitioning Authority.

Mr. Burkill wrote also:—"Further as the Honourable Mr. A. G.

M. Fletcher is still trailing the red herring re Imperial Government and the Naval Commodore, etc., being responsible—may I remind him that this also was a Government secret, and if he will look up a certain notice of Requisition and Control dated 13th March, 1918, and headed "Colonial Secretary's Office, Hongkong" he will see that it was signed by the Honourable Lord Severn and stated that the Governor of Hongkong, etc., etc. Under this document how does he make out that the actual requisition was carried out by the Commodore?"

On the 10th December, 1917, the Solicitors for the Wallowra Steamship Company, in which Mr. Burkill was interested, wrote to the Commodore:—"S.S. Wallowra. The above ship has been requisitioned by the Admiralty and they proceeded to ask for certain information."

Messrs. Burkill's steamer Patriot was requisitioned under the following letter addressed separately to each owner:—"H.M. Dockyard.—With reference to the Colonial Secretary dated 13th March, 1918, I am directed by the Commodore to inform you that your vessel is requisitioned and will be brought under the Hongkong Liner Requisition Scheme."

On the 19th April, 1918, Solicitors, definitely stating that they represented the owners of the S.S. Manapouri, Castlefield, Wallowra, and Patriot, wrote:—"Hongkong Shipping Control Scheme. Our clients are at present unaware under what legislative authority the above Scheme is being carried out and would be grateful for some enlightenment on the subject."

The Government replied:—"As to the question of legal authority, the ships have been requisitioned on behalf of, and under instructions from, His Majesty's Government, who have instructed this Government to superintend their management. In these circumstances this Government must

(Continued on Page 7.)

## TO-DAY.

Closing Exchange 2s. 2. 11/16d.  
Barometer 2 p.m. 29.51.  
Temperature 2 p.m. 86.  
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## News in To-day's New Advertisements.

Wanted!—English stenotypist.—Page 4.  
Connegans are notified of the arrival of the S.S. "Hanerio."—Page 4.  
Dewar's famous "White Label" whisky is stocked by Watson's.—Page 6.  
A special production entitled "Good Women" is being screened at the World Theatre.—Pages 4 and 12.  
Anderson's have received a large shipment of new music.—Page 3.  
Leah Baird is sponsoring at the Coronet Theatre in "Don't Doubt Your Wife."—Page 12.  
The S.S. "Independence" has also arrived with cargo.—Page 4.

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Don't say you cannot afford to advertise! A few dollars spent judiciously in common-sense publicity shortens the distance between you and success.

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English engineering superintendent is open for engagement.—Page 4.  
A notice concerning a Bill of Lading appears on Page 4.  
Moutrie's are showing a new model Victrola.—Page 6.  
Those who have not yet seen the great Nicola should book seats at the Rust Theatre to-night.—Page 12.  
Particulars of forthcoming auction sales are given on Page 4.  
O. E. Warren & Company Ltd. advertise latest sanitary and bathroom equipment.—Page 4.

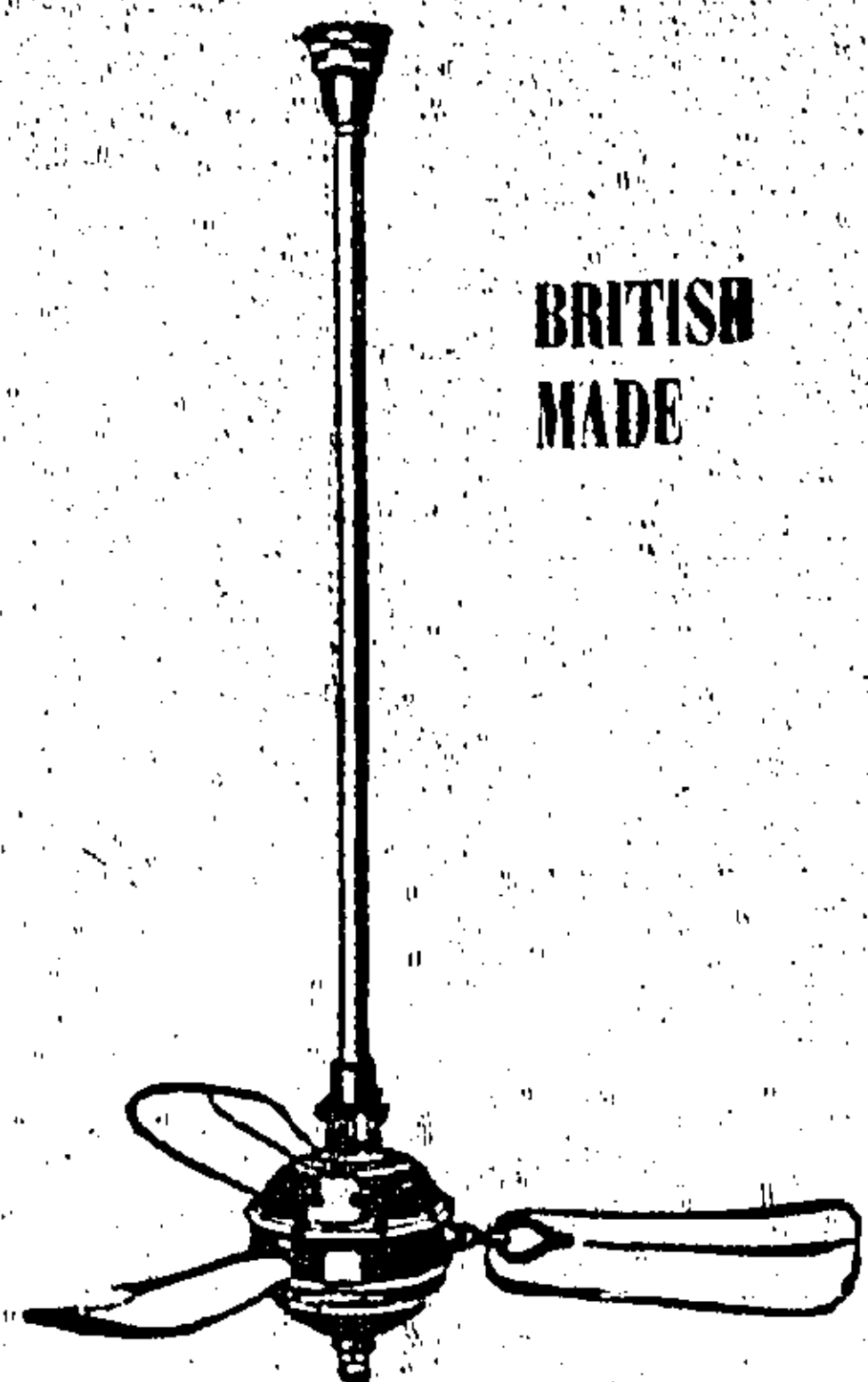






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**THE  
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OF CHINA LTD.

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VICTOR, GO INTO THE  
GAME WITH FRESH  
LINEN.

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CLEAN SPORTS CLOTHES  
IN A WAY THAT RE-  
TAINS ALL THEIR  
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NO RISK OF SCORCH ON  
YOUR GABARDINE  
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**THE PROPOSED  
STADIUM.**

(Continued from Page 2)

scheme had laid out large areas in Kowloon, for football and cricket and other forms of sport. Before the meeting discussed further the question of the actual site, he thought they ought to consider the type of structure, its cost and ways and means of providing it. Before the Government moved in the matter he was sure it would ask the opinion of the Recreation Grounds Committee. All these open spaces, gardens and so on in Hongkong were provided for under an Ordinance and the Government had set up a very strong representative Committee of some nine or ten clubs. Proposals were always referred to that Committee and their recommendations were almost always adopted.

The Chairman said his idea of what was wanted was a ground approximately half a mile round, with a stand capable of accommodating 1,500 people, which should be on one side of the ground, the other portions of the ground being banked in order to provide the spectators with a better view of the matches than they had now. They very badly needed an enclosed ground.

**A Misleading Term.**

The Hon. Mr. Fletcher thought the idea as defined by Mr. Wilton was a good one, but it took the form rather of a proprietary club. He thought it would be better to submit a definite scheme before going further into the matter. The Colonial Secretary referred to the proposed Aberdeen race-course scheme, and thought that something upon that line was what the Chairman wanted. Before the Government could take any action it must have more concrete proposals before it, and an expression of opinion both from the people who were participating in the scheme and others interested.

"We do not expect to go so far as to get the ground allotted to us to-night," the Chairman observed. He thought it would be as well if they appointed a representative Committee to draw up a scheme in order that they could place something definite before the Government.

Mr. Logan assured the meeting of the support of the Victoria Recreation Club.

The Hon. Mr. Fletcher thought the term "stadium" was a rather misleading one. What he understood was now proposed was a large recreation ground with suitable buildings.

Capt. Neville opposed the idea of taking over the polo ground. If a stadium, in the generally accepted sense of the word, were placed there, it would considerably reduce the playing area. Besides, it was quite impossible for polo to be played on any ground on which other games were played. For football it would be necessary to have fixed goalposts with the result that the grass would be worn round about, which would make it slippery for the ponies to turn on, in addition to which they could not satisfactorily fill up the holes. The Chairman had said that if they had a stadium there they would not have people running about the polo ground as at the present time. The Polo Club, Capt. Neville said, did not want to keep the Chinese off the ground. They did not do any harm running about in their bare feet and it would be a hardship to drive them away.

Mr. C. J. Tacchi, Hon. Secretary of the Lawn Bowls Association, said that personally he felt that if they were to have a stadium they would require all the pitches for the various games fenced in. How could bowls and cricket be played next to a football match? He certainly thought that bowlers would prefer to play on their own greens. The stadium scheme would obtain support from footballers, but he did not think it was going to interest other branches of sport. "We have cricket and bowls clubs in the Colony who have their own grounds and they would not be likely to play at the stadium. It seems to me it would be of no use to them," Mr. Tacchi added.

Mr. E. Cook thought the question was too much in the crystal stage to put it before the Government yet. He suggested the appointment of a small committee. He was opposed to any interference with existing clubs.

The Hon. Mr. Fletcher agreed with Capt. Neville and Mr. Cook

that there should be no interference with existing interests.

**No Enthusiasm.**

Mr. F. T. James, Hon. Secretary of the Hongkong Football Association, speaking in favour of a stadium, mentioned that no less than 10,000 spectators watched football matches every Saturday. There were 10,000 people at the Interport match and as many had to be turned away because there was no room for them. He regretted that there had been no definite expression of opinion from the representatives of the various clubs in support of the scheme and thought that unless they became more enthusiastic about it the proposal must fall through.

Representatives of the American Baseball Club, the Lusitano Recreation Club and Dr. Wang for the Chinese Recreation Club spoke in support of the scheme. "Dr. Lim Boon-kong once described the Hongkong University as the lighthouse of the East," Dr. Wang declared. "Why not make this stadium a lighthouse for China?"

Mr. H. E. Stevens, of the Kowloon Cricket Club, said that whilst he had not consulted the members he could not exactly see where they came in. They had their own cricket field, tennis courts and bowls greens and he did not see how the stadium was going to benefit them.

Mr. Bluckling having spoken on behalf of the Hockey Club, the meeting after some further expressions of opinion, decided to appoint a Committee to go further into the matter and prepare a scheme. The Chairman, Dr. C. C. Wang, Mr. E. Cook, Mr. W. Logan, Dr. Urquhart and the members of the Council of the Football Association were asked to serve.

**HAVEN**

Over the marshlands, night—  
Deep in the night, a star;  
And, golden, your window light  
Shining afar.

They say there are men who  
fight

For gold or for fame. How still  
Is the star—and how bright  
Your lamp on the sill!  
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An aching back, tired limbs, attacks of faintness, and headache upon headache need not be part of a woman's life. Such trials indicate plainly that the blood is at fault, the nervous system is not functioning properly, and tonic treatment is needed—just the treatment that is provided by Dr. Williams' Pink Pills. These Pills are valued above all other medicines by great numbers of the suffering sex all over the world because they create rich, pure blood—the red blood which makes women well, bright, and at their best. They are equally good for the maiden just entering upon womanhood, as for the worn-out mother and the matron who has reached the trying period of middle life.

DR. WILLIAMS' PINK PILLS work wonders upon weak, anaemic, always-ailing women and girls because they fill the starved veins with new good blood, fortify the nerves, and restore the functions to healthy regularity.

Medicine vendors everywhere sell Dr. Williams' Pink Pills for Pale People, also post free at \$1.50 per bottle, \$8.00 for six bottles, from the Dr. Williams' Medicine Co., 60 Kianglee Road, Shanghai.

The Hall Mark of Superiority  
**THE VICTROLA**  
MOUTHERS—Exclusive  
Distributors.  
The Best Family Investment

**SWATOW LACE**

COMPANY.

JUST ARRIVED A LARGE ASSORTMENT,

such as

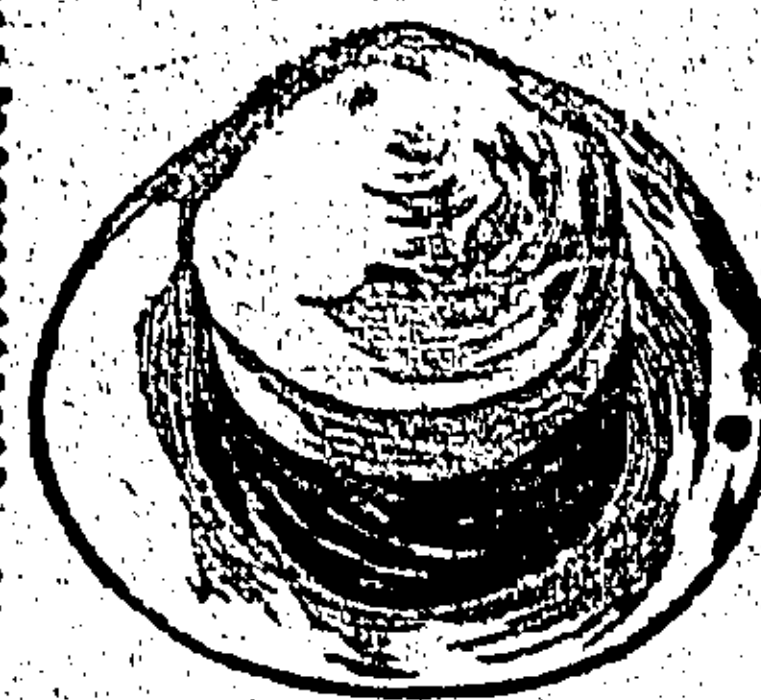
Manila Hats, Silk Lan-  
terns,  
Lamp Shades, Mah Jong  
Sets.

etc., etc., etc.

Wholesale & Retail  
Inspection Invited.

17A, Queen's Road, Central.

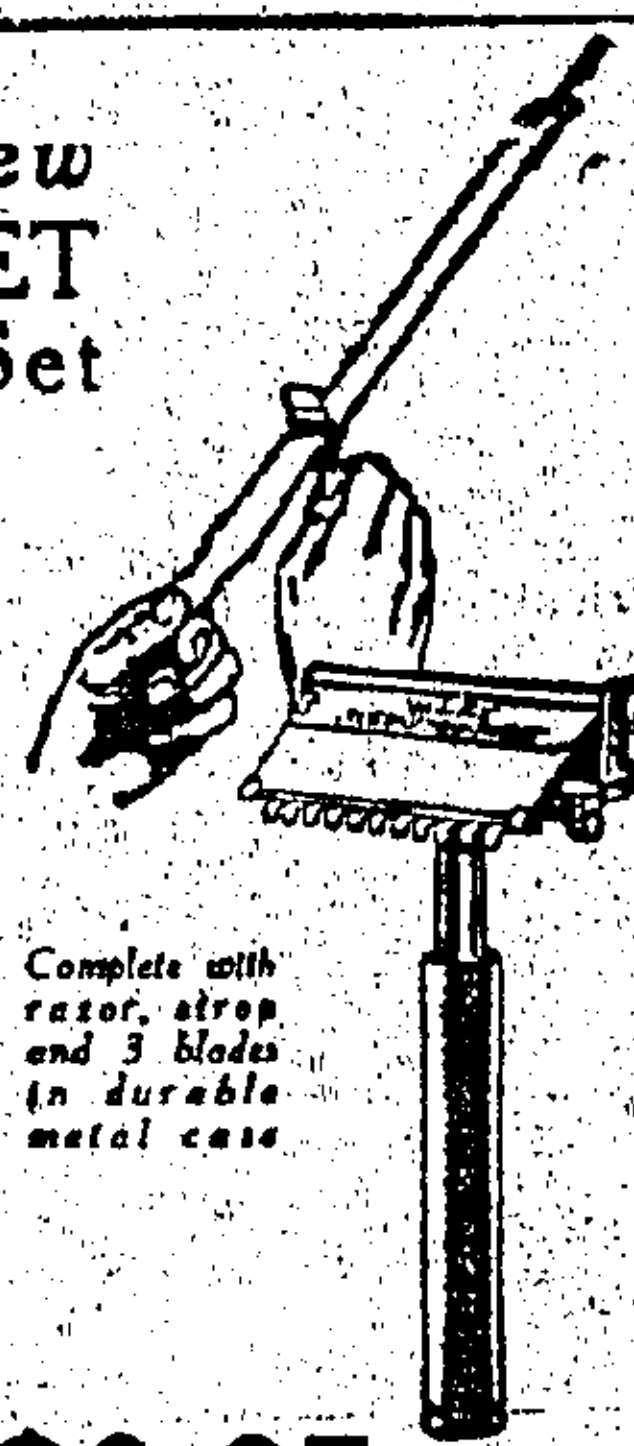
Phone No. 1468.



P.O. Box No. 475.

Announcing the new  
**MODEL "C" VALET**  
AutoStrop Razor Set

All the practical features of the well known Model "B" Valet AutoStrop Razor are embodied in the new model, called Model "C" but with a cheaper construction and less expensive finish. This new model brings the comfort of a "Valet" shave within the reach of all. Manufactured in England and to be obtained of all high class dealers.



Complete with  
razor, strop  
and 3 blades  
in durable  
metal case

**"VALET" \$2.95**  
AutoStrop  
Safety Razor

WHOLESALE DISTRIBUTORS

W. R. LOXLEY &amp; CO.

HONG KONG.

**WHITE ANTS**

Flyosan sprayed around pantry and kitchen shelves, around ice-boxes, beneath oil cloth or linoleum floor coverings, will destroy all ants present, and prevent others from establishing themselves.

Flyosan is the most simple and easy method of getting rid of ants. Locate and destroy the nest with Flyosan.

**ORDER A TIN TO-DAY.**

Obtainable at

all leading dispensaries only.

A. S. WATSON &amp; CO.

THE COLONIAL DISPENSARY.

THE QUEEN'S DISPENSARY.

THE CHINA DISPENSARY.

THE EDWARD DISPENSARY.

THE PHARMACY.



## NEW ADVERTISEMENTS.

## WANTED.

WANTED.—English Steno typist required. Please apply to Box 969, c/o "Hongkong Telegraph."

WANTED.—An excellent opportunity exists with an advertising concern for a live Chinese neat appearance with some knowledge. English. For interview apply P.O. Box 575.

## COMPRADORE WANTED.

WANTED.—By a large firm with big Trade connections and agencies, a first class Compradore. Very good terms to a good man. Must have Suitable Guarantees up to \$50,000. Apply by Letter first to Box No. 968, c/o "Hongkong Telegraph."

POSITION WANTED: by British subject now residing in Manila P.I. Superintendent of construction, Master Mechanic, or Chief Engineer of Power Plant. Experienced in Power Plant erection, Sugar Central erection & Shipbuilding, maintenance, and operation. Electrical A.C. & D.C. distribution. Turbine and Reciprocating units. Just completed installation of two 5,000 K. W. Turbine units, re-erection of B. & W. Boilers installation of automatic Stokers and modern Coal-handling plant at Manila, and is now open for engagement in China. Applicants address & copies of testimonials will be furnished to interested parties, by the Manager of the HONGKONG TELEGRAPH.

## TO BE LET.

TO LET.—European flats in Lee Building, Wanchai Gap Road, Apply to 32 Kennedy Rd.

TO LET.—Office Rooms at No. 6 Des Vaux Road, Central. Apply to The Bank of Canton, Ltd.

SPACIOUS Offices on Ground Floor of No. 4, Duddell Street, newly fitted with teak-wood Panels and counters; suitable for Banking and other businesses. Electric Light Installation completed. Centrally located. Ready for immediate occupation. Apply to Box No. 954 c/o "Hongkong Telegraph."

## FOR SALE.

TWO beautiful pure bred pedigree pomeranian pups (imported) for sale one black one silver grey. Apply 103, Bubbling Well Road, Shanghai.

CRAIG-POWER CRICKET CLUB.

A CINEMA show will be given on SATURDAY, the 28th inst., at 9.15 p.m.

R. BAGA,  
Hon. Secretary.

## MIN RIVER CONSERVANCY.

## NOTIFICATION NO. 12.

NOTICE is hereby given that tenders are invited for the delivery, c. i. f. Foochow, of a steam operated, river type, hydraulic dredge, with steel (alternative wooden) hull. Specifications can be obtained from the Min River Conservancy Board at Foochow.

PERCY R. WALSH, M.  
Honorary Secretary & Treasurer,  
Min River Conservancy,  
Foochow.

## C.E. WARREN &amp; CO. LTD.

SANITARY ENGINEERS  
MONUMENTALISTS

OFFICES &  
GODOWNS  
98A Wanchai Rd.  
HONGKONG.

ESTIMATES FREE for—  
SANITARY INSTALLATIONS,  
HOT & COLD WATER SYSTEMS,  
FLOOR & WALL TILING  
General Repairs Promptly attended to.  
All kinds of Builders' Requisites  
in stock.

BATHS & BATHROOM FITTINGS—  
WATER HEATERS—  
GEYSERS—OPEN & CLOSED  
GRATES—HAND & ELECTRIC  
PUMPS. ITALIAN MARBLE  
& HONGKONG GRANITE  
MEMORIALS A SPECIALTY.

"SARPE DON" AT U. K.  
ARRIVED 8.7.23.

NOTICE is hereby given that Original countersigned Bill of Lading No. 52 covering shipment of 8002 No. 1

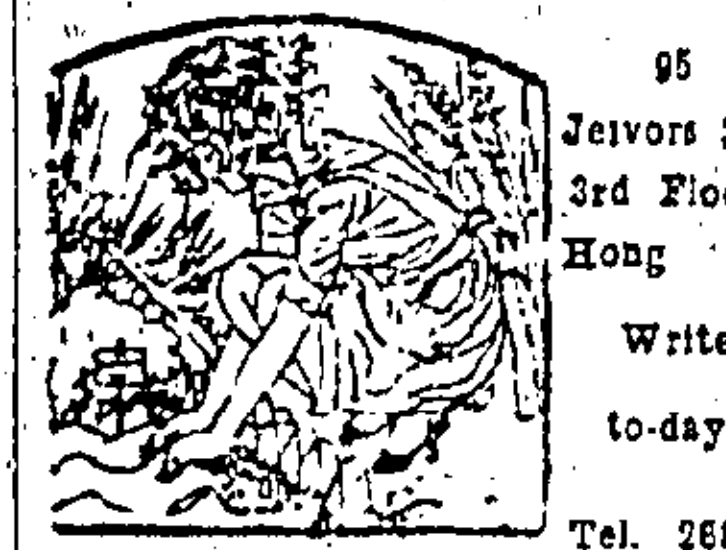
1 case Velvet is said to have been lost and is therefore declared null and void.

BUTTERFIELD & SWIRE,  
Agents O.S.S. Co., Ltd. &  
C.M.S.N. Co., Ltd.

## A BEAUTIFUL GARDEN

AFTER APPLYING THE  
KING OF FERTILISER

BAT GUANO  
EASTERN AGRICULTURAL  
FERTILISER CO.



## NEWS FROM THE OLD COUNTRY.

Send 13s. and we will mail you regularly every week for 52 weeks a copy of any British Weekly Newspaper, such as: "The Daily Mail," "The Times," "The Standard," etc., etc. A different paper sent weekly, or the same publication for 52 weeks. 13s. pays for a year's subscription, including postage. Most unique and up-to-date service, greatly appreciated by members throughout the Empire. Send 13s. today to Periodical Postage Coy., Plymouth, England.

## ADMIRAL ORIENTAL LINE

## The Steamship "INDEPENDENCE"

having arrived from Manila via ports, on July 25th. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong & Kowloon Wharf & Godown Co., at Kowloon, & stored at consignees' risk.

Consignees of Cargo must produce an Import permit signed by the Superintendent of Import and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on Aug. 1st. at the Company's Surveyors, Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claim will be recognised after the goods have left the godowns, and cargo undelivered on and after Aug. 2nd, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board Emergency Fleet Corporation.

Agents,  
THE BARBER STEAMSHIP  
LINES INC.,  
4, Des Vaux Road,  
Hongkong, 26th July, 1923.

## NOTICE TO CONSIGNEES

OCEAN STEAMSHIP CO. LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO. LTD.

Consignees per Company's Steamer "PYRRHUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 25th July.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 31st July, will be subject to rent.

All Claims against the Steamer must be presented to the Under- signed on or before the 14th August, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 24th July, 1923.

## THE NEW FRENCH REMEDY.

THERAPION NO. 1  
THERAPION NO. 2  
THERAPION NO. 3

No. 1 for Rheumatism, No. 2 for Blood & Skin Diseases, No. 3 for Chronic Weakness.

Sole Importers: THE HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

10, Des Vaux Road, Kowloon.

ALL TRADE MARKS WOULD BE RECOGNISED.

SEND 10/6 TO GET YOUR TRIAL SAMPLE.

THE HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

10, Des Vaux Road, Kowloon.

ALL TRADE MARKS WOULD BE RECOGNISED.

SEND 10/6 TO GET YOUR TRIAL SAMPLE.

THE HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

10, Des Vaux Road, Kowloon.

ALL TRADE MARKS WOULD BE RECOGNISED.

SEND 10/6 TO GET YOUR TRIAL SAMPLE.

## FORTHCOMING AUCTION SALES

## LAMMERT BROS.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction  
Friday, 27th July, 1923,  
commencing at 2.30 p.m.  
at their Sales Rooms, Duddell Street,  
A Large Quantity of Valuable Household Furniture.

comprising:—  
Brass and brass-mounted bedsteads, Wardrobes, Dressing Tables, Marble top washstands, etc., etc.  
Dining Tables and chairs, Chesterfield Chairs, Couches, etc., etc.

Also  
One Cottage Piano by "Collard & Collard",  
One Cottage Piano,  
One Victor Victrola,  
One Gramophone,  
Three Cameras.

And  
Two Ceiling Fans.  
Catalogues will be issued.  
Terms.—Cash on delivery.

LAMMERT BROS.,  
Auctioneers.

## NOTICE

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 30th day of July, 1923, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shaikwan, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

No. of Lot.	Boundary Measurements.	Contents in sq. ft.	Annual Rent.
1	Shaikwan Island Lot No. 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.	As per plan.	1/6

DO NOT MISS—  
ROCHA'S  
POPULAR AUCTION SALES

Every Tuesday Thursday & Saturday  
At 2.30 p.m.

Specialist in the Valuation of Household and Office Furniture

DA ROCHA'S MART  
2A D'Aguiar Street, Phone 2332

## NOTICE TO CONSIGNEES

AMERICAN & MANCHURIAN LINE.

From NEW YORK

The Steamship, "CITY OF MADRAS"

Having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the godowns, and all Goods remaining undelivered after 31st July, 1923, will be subject to rent.

All Claims against the steamer must be presented to the Under- signed on or before 7th August, 1923, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, LIMITED  
General Agents.

## HUGHES &amp; HOUGH

## GENERAL AUCTIONEERS

THE Undersigned have received instructions to sell by Public Auction for account of the concerned, on SATURDAY, the 28th July, 1923, commencing at 11 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,  
Valuable Teakwood and Blackwood Furniture and Household Sundries, &c., &c.

Comprising:  
Dining Suites, Chesterfield Sofas, Arms-chairs (new), Tea Tables, Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables and Chairs, Washstands, etc., Sideboards, Dinner Waggon, Crockery and Glass Ware, Cutlery, Carpets and Rugs, Staircase Carpets, Electro-plated Ware, Electric Reading Lamps, Teakwood Screens, Blackwood Tapeoys, Marble-top Flower Stands, Side Tables and Cabinets, and a few lots of Handbags and Suit Cases.

Also  
One American Ice Chest (large), One Piano by Joseph Wallis and Son (in good condition).  
(Full Particulars from Catalogue).  
Hongkong, 24th July, 1923.

Terms: Cash on delivery.

HUGHES & HOUGH,  
Auctioneers.

## LAMMERT BROS.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on Friday, the 27th July, 1923, commencing at 5.15 p.m. at their Sales Rooms, Duddell Street,  
A Valuable Collection of Postage Stamps.

(Full particulars from Catalogues) On view from Wednesday, the 25th July, 1923.

Terms.—Cash on Delivery.

LAMMERT BROS.,  
Auctioneers.

## NOTICE TO CONSIGNEES.

## AMERICAN &amp; ORIENTAL LINE.

From NEW YORK.

The Steamship, "NANERICO"

Having arrived, Consignees of Cargo by her are informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Hongkong & Kowloon Wharf & Godown Co., Ltd. whence delivery may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 31st July, 1923, will be subject to rent.

All claims against the steamer must be presented to the Under- signed on or before 7th August, 1923, or they will not be recognised.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on the 31st July, 1923, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, LTD.  
General Agents.

ROYAL & CO.

EXPERT JAPANESE  
BOOT & SHOE MAKERS

FITTING GUARANTEED  
Tel. 3237

1, D'Aguiar Street Central

ROYAL & CO.

EXPERT JAPANESE  
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Tel. 3237

1, D'Aguiar Street Central

## LEGISLATIVE COUNCIL.

## To-day's Meeting.

A meeting of the Legislative Council was held this afternoon H.E. the Governor, (Sir Edward Stubbs, K.C.M.G.) presided and there were also present:

Col. C. W. Davy, C.M.G.  
The Hon. Mr. A. G. M. Fletcher, C.M.G., Colonial Secretary.  
The Hon. Mr. J. H. Kemp, Attorney-General.  
The Hon. Mr. C. McL. Messer, Colonial Treasurer.  
The Hon. Mr. H. T. Jackson, Director of Public Works.  
The Hon. Mr. E. A. Irving, Director of Education.  
The Hon. Mr. H. E. Pollock, K.C.  
The Hon. Mr. P. H. Holyoak.  
The Hon. Mr. A. O. Lang.  
The Hon. Mr. A. R. Lowe.  
The Hon. Mr. R. H. Kotewall.  
The Hon. Mr. Chau Siu-ki.  
Mr. S. B. McElderry, Clerk of Councils.

## Financial Votes.

The financial minutes referred to the Finance Committee included the following:—

\$10,000 on account of Public Works, Extraordinary, Kowloon, Sexton Quarters, Kowloon Cemetery.

\$4,000 account of Public Works, Extraordinary, Pokfulam Road Station, Extension to Engine House to accommodate additional pumping plant.

\$4,000 account Kowloon-Canton Railway, Special Expenditure, Accident, at Mile 10½.

\$1,000 Grant in aid John G. Kerr Hospital, Canton.

\$10,524 for Kowloon-Canton Railway, Carriage and Wagon Department, and Special Expenditure, Additional Machines for Workshops.

\$33,000 Public Works, Extraordinary, New Territories, Quarter for Indian Married Police.

\$50,000 Kowloon-Canton Railway, Special Expenditure, Wazone.

\$7,800 for Imports and Exports Department Incidental Expenses, Opium: Fuel and Transport.

\$36,000 Public Works, Extraordinary, New Territories, Compensation and Resumptions.

\$7,500 account Public Works, Extraordinary, covering over of the nullah in Hill Road, Shek Tong Tsui.

\$6,419 Secretariat for Chinese Affairs, Personal Emoluments.

\$5,300 Public Works, Extraordinary, Hongkong, Volunteer Defence Corps Headquarters—Rifle Range.

\$11,000 Sanitary Department, Exhumation, Various Cemeteries.

## Crown Rights.

The Hon. Attorney General moved the first reading of a Bill intituled An Ordinance to amend the Crown Rights (Re-entry) Ordinance, 1870, the main feature of which we have already given.

The Bill was read a first time.

## Supplementary Vote.

The Hon. Colonial Secretary moved the first reading of a Bill intituled An Ordinance to authorize the Appropriation of a Supplementary Sum of One million five hundred and eighty thousand five hundred and ninety-four Dollars and seventy-eight Cents to defray the Charges of the year 1922.

The Colonial Secretary explained that this sum included \$200,000 paid to the University, \$393,818 loss on the two million dollars face value in subsidiary coins sent Home to be melted down, and \$127,100 on account of expenses in connection with the visit of H. H. H. the Prince of Wales.

## German Missions.

Council then considered the second reading of the Bill intituled An Ordinance to provide for the carrying on of the work formerly carried on by certain German societies and persons in the Colony of Hongkong, and to deal with certain property formerly held



# PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS

UNITED STATES SHIPPING BOARD.

## TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO  
SAN FRANCISCO

via SHANGHAI, KOBE, YOKOHAMA, &amp; HONOLULU.

"PRESIDENT TAFT" ... Aug. 1st

"PRESIDENT CLEVELAND" ... Aug. 15th

"PRESIDENT PIERCE" ... Aug. 29th

SAILING &amp; FARES SUB. NOT TO CHANGE WITHOUT NOTICE.

## LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120

£110

First Class Throughout. One Class Steamer on Atlantic  
WITH STOP-OVER PRIVILEGES AT PORTS OF CALL &  
POINTS IN UNITED STATES.

## VISIT

SAN FRANCISCO  
LOS ANGELES  
SALT LAKE  
CHICAGO  
NEW YORK

## CONNECTING WITH ANY

DIRECT TRANS-CONTINENTAL  
RAILWAY AND  
ATLANTIC STEAMERS.

## VISIT

YOSEMITE  
GRAND CANYON  
YELLOWSTONE PARK  
NIAGARA FALLS.

## HONGKONG -- MANILA

"PRESIDENT TAFT" ... July 23rd

"PRESIDENT CLEVELAND" ... Aug. 6th

"PRESIDENT PIERCE" ... Aug. 20th

## HONGKONG -- CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG &amp; RANGOON.

"LAKE FAULK" ... Aug. 6th, at 5 p.m.

For full information regarding rates, space etc.

APPLY TO:-

## PACIFIC MAIL STEAMSHIP COY.

1st Floor QUEEN'S BUILDING, HONGKONG.

Cable Address. Tel. Central 141. Cargo Agents.

Sole Agents. 33-35, Holyoak, Massey &amp; Co., Ltd.

## SHIPBUILDERS

SHIP REPAIRERS

BOILER MAKERS

FORGE MASTERS

OXY-ACETYLENE AND

ELECTRIC WELDERS

MECHANICAL AND

ELECTRICAL

ENGINEERS

**TAIKOO DOCKYARD & ENGINEERING COMPANY**  
OF HONGKONG, LIMITED.

**DRY DOCK**  
LENGTH 787 FEET.  
LENGTH ON BLOCKS 750 FEET  
DEPTH ON CENTRE OF  
SILL (N.W.C.S.T.) 34 FT. 6 INS.

**THREE SLIPWAYS**  
CAPABLE OF HANDLING SHIPS UP  
TO 3000 TONS DISPLACEMENT.  
ELECTRIC CRANE AT SEA WALL CAPABLE OF  
LIFTING 100 TONS AT 70 FEET RADII.

**BUTTERFIELD & SWIRE**  
AGENTS.

## LESS DOLLARS PER MILE

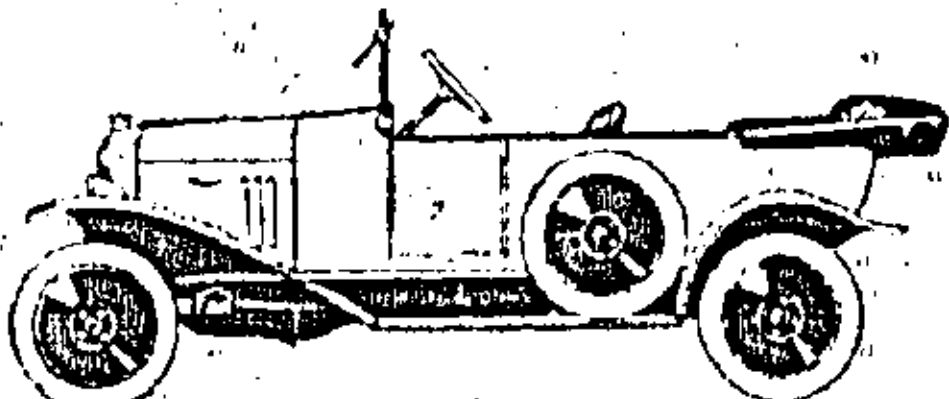
use CITROEN—the last word in car economy. A saving  
in tyres, oil and running costs.

Winner 3 years consecutive 1920/21/22 Grand

Prix. for low consumption.

Sole Agents. — **LEPACK & Co., Ltd.**

150, 52 Queen's Road, Central.



## BATHING CAPS THAT LAST

We have received a shipment of the latest and best  
production in Bathing Caps—and are offering same  
at very moderate prices.

## THE COLONIAL DISPENSARY

14, Queen's Road, Central.

Tel. Central No. 1877.

Tel. Central No. 1877.

## MORRISON PIANOS

Built to Suit this climate. Guaranteed for  
SEVEN YEARS.

## TSANG FOOK PIANO COMPANY.

94A, Wanchai Road.

## HEIDSIECK

Monopole Red Top

\$5.50 per qt.

duty paid

Sold by

**P. A. LAPICQUE & CO.**

4, Queen's Bldg.

Tel. No. 950



## What is LOTOL?

LOTOL is The New Germicide Disinfectant  
and Liquid Insect Vermin Destroyer.

Spray LOTOL Freely

Means sudden Death to—

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TIME-TABLE

(From 1st June, 1923.)

Week Days.		Sundays.	
7.00 a.m.	7.18 a.m.	7.00 a.m.	7.10 a.m.
7.30 " " 8.00 "	every 15 min	7.30 " " 8.00 "	every 15 min
8.00 " " 8.20 "	10 min	8.00 " " 8.10 "	10 min
8.30 " " 8.47 "	Stopping.	8.10 " " 8.20 "	10 min
8.47 " " 8.54 "	Non-stop.	8.20 " " 8.30 "	10 min
8.54 " " 9.04 "	Stopping.	8.30 " " 8.40 "	10 min
9.04 " " 9.11 "	Non-stop.	8.40 " " 8.50 "	10 min
9.11 " " 9.20 "	Stopping.	8.50 " " 9.00 "	10 min
9.20 " " 9.30 a.m.	Stopping.	9.00 " " 9.10 "	10 min
9.30 a.m. to 11.00 "	every 10 min	9.10 " " 9.20 "	10 min
11.30 " " 11.30 p.m.	15 min	9.20 " " 9.30 "	10 min
12.40 " " 12.47 "	Stopping.	9.30 " " 9.40 "	10 min
12.47 " " 12.57 "	Non-stop.	9.40 " " 9.50 "	10 min
12.57 " " 1.04 "	Stopping.	9.50 " " 10.00 "	10 min
1.04 " " 1.13 "	Non-stop.	10.00 " " 10.10 "	10 min
1.13 " " 1.20 "	Stopping.	10.10 " " 10.20 "	10 min
1.20 " " 1.30 p.m.	every 10 min	10.20 " " 10.30 "	10 min
4.00 " " 4.30 "	15 min	10.30 " " 10.40 "	10 min
4.30 " " 6.30 "	19 min	10.40 " " 10.50 "	10 min
6.40 " " 6.47 "	Stopping.	10.50 " " 11.00 "	10 min
6.47 " " 6.57 "	Non-stop.	11.00 " " 11.10 "	10 min
6.57 " " 7.04 "	Stopping.	11.10 " " 11.20 "	10 min
7.04 " " 7.13 "	Non-stop.	11.20 " " 11.30 "	10 min
7.13 " " 7.20 "	Stopping.	11.30 " " 11.40 "	10 min
7.20 " " 7.30 "	Non-stop.	11.40 " " 11.50 "	10 min
7.30 " " 7.47 "	Stopping.	11.50 " " 12.00 "	10 min
7.47 " " 7.54 "	Non-stop.	12.00 " " 12.10 "	10 min
7.54 " " 8.03 "	Stopping.	12.10 " " 12.20 "	10 min
8.03 " " 8.10 "	Non-stop.	12.20 " " 12.30 "	10 min
8.10 " " 8.10 "	Stopping.	12.30 " " 12.40 "	10 min

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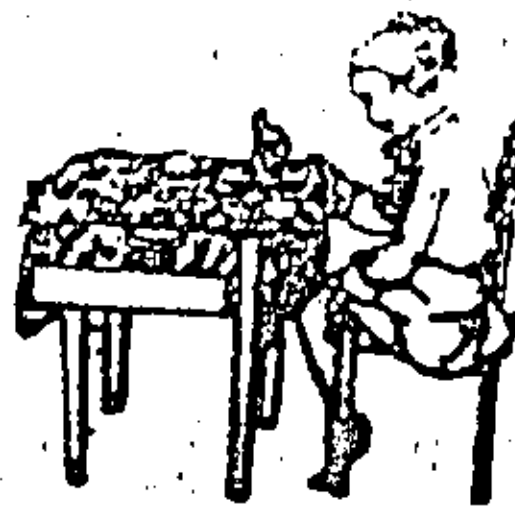
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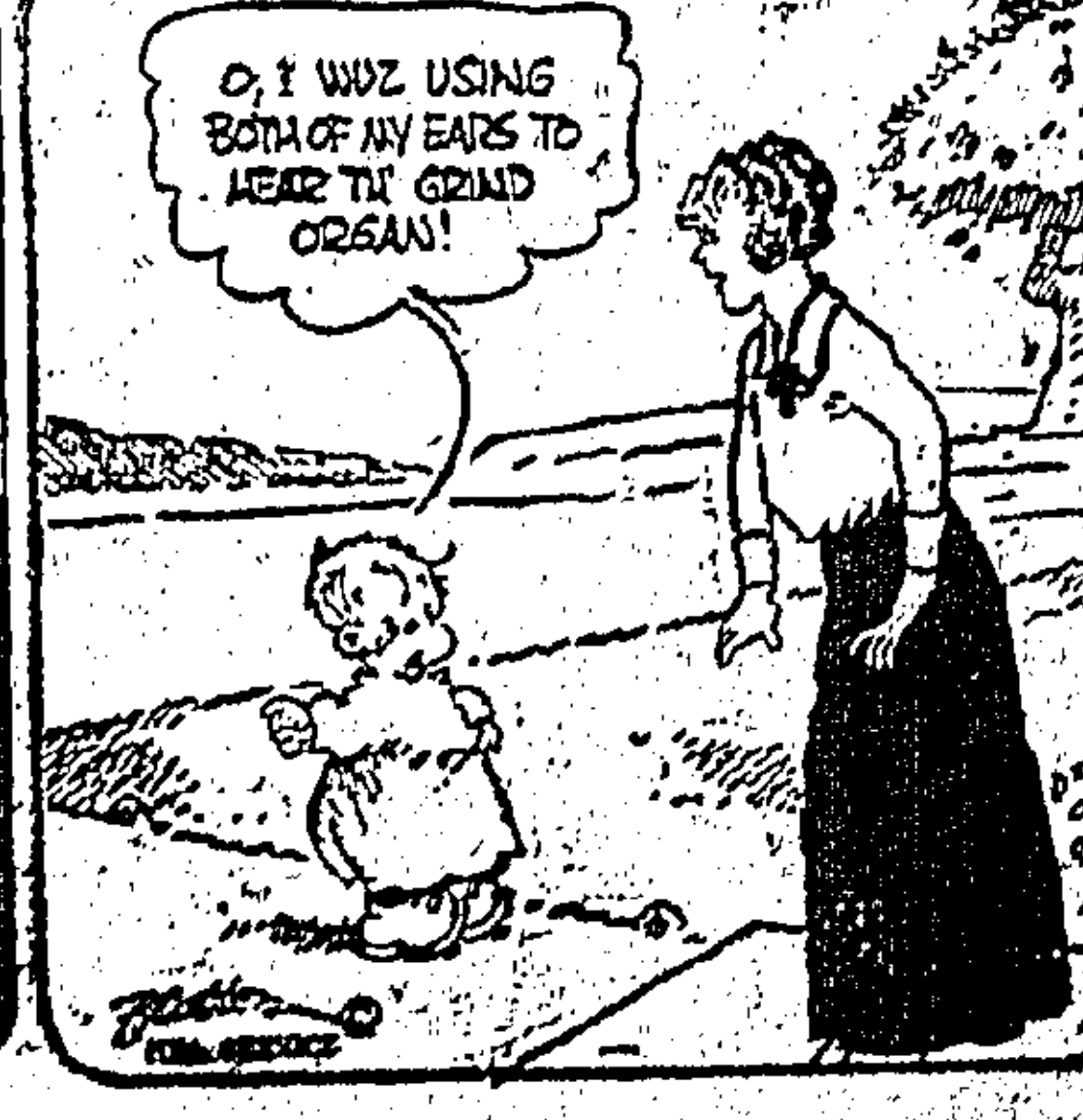
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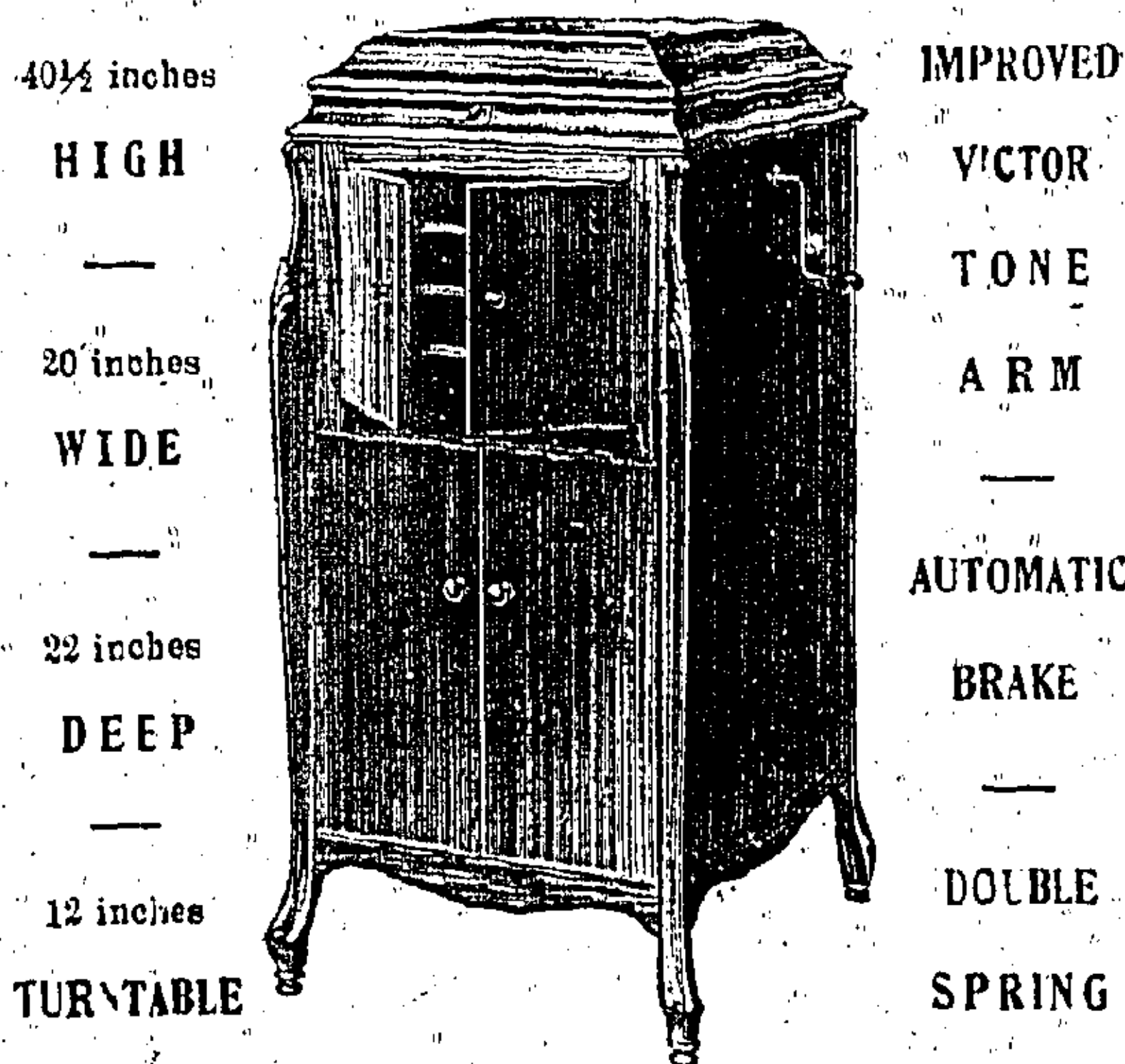
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**The Telegraph.**

HONGKONG, 26th July, 1923.

**BRITAIN'S RECOVERY.**

One of the most striking testimonies to British statesmanship and British financial soundness is to be found in the remarkable recovery which has been, and is still being made from the effects of the war. The Prime Minister has just announced that we have made a tremendous reduction in the Floating Debt, and, what is more, that all our Foreign Debts have been paid with the exception of what we owe to the United States. These are wonderful achievements, regarding which we have the right to feel a certain measure of pride. Obviously these results could not have been attained without the making of big sacrifices, and in this respect the people at home have had to bear a heavy burden. Taxation has risen to undreamt-of limits, not only in the case of individuals but also of business concerns. That is a legacy left us by the war, which cost the nation not only a huge toll in precious lives but burdened the people with enormous imposts. True there has been some relief granted recently by a reduction in the Income Tax, but taxation is still extremely high, and we may be certain that for very many years the effects of the war will continue to be felt.

Any consideration of Britain's financial position naturally raises the question of Allied indebtedness to us. As against the fact that we have wiped out all our foreign obligations with the exception of the debt to America, there is the other fact that nearly all our former Allies owe us big sums. That circumstance gives additional significance to our ability to disburse our foreign debts whilst at the same time paying interest to the United States and beginning to pay off the actual principal. We are meeting and dissipating our foreign indebtedness entirely from our own resources. It is the old story of Britain paying and not being paid. The amount which Russia borrowed from us looks almost as good as lost, but what of the sums due from France, Belgium and Italy? It looks as if we were going to be generous to these countries, from the fact disclosed by Mr. Baldwin that we have made an offer to our Allies which it is hoped will lead to a successful settlement. It certainly is high time this big problem were adjusted, though there will no doubt be resentment felt in some circles at any scheme which contemplates our receiving less than our due whilst at the same time we pay our own debts in full.

## The Turkish Triumph.

It is difficult to view the conclusion of peace with Turkey except with mixed feelings. Throughout the Orient it will be known that the section organised and led by Kemal has successfully defied the Great Powers, and obtained concessions that it is almost humiliating to have to grant a treacherous nation that cost us dearly in the late war by joining our enemies—and a beaten nation at that. Of what avail, one might ask, were the sacrifices at Suvla Bay and Gallipoli, the capture of Bagdad, and the later campaign under Allenby which rang with such names as Magdhaba, Gaza, Beersheba, Jerusalem, Jericho, Es Salt, Damascus, and Aleppo? There is nothing to show that the Turks will not now grow more arrogant than ever, and past experience of the race does not encourage hopes that they will faithfully observe such minor undertakings as they are committed to. The day of rejoicing in Constantinople has its significance—it was the rejoicing of a people who learn that they have gained a great victory. The Allies have certainly suffered a serious moral defeat. One bright feature of the whole sorry business at Lausanne remains to redeem the European Powers concerned—they were obviously anxious for peace in the Near East, and probably swallowed bitter disappointment in order to attain this commendable *finale*. However, we can look out for the repercussion in Turkey, and perhaps elsewhere in Asia. An anti-European sentiment has been growing for some time, and will now be encouraged to spread itself more freely above ground. It is but a sign of the times. Let us realise that it is inevitable.

## Empire Wireless.

It is gratifying to learn that at long last the final arrangements have been made for an Imperial wireless scheme—though even now it means a wait of at least a year before the project becomes more than a paper one. It will probably be at least two years before all the stations in the proposed chain have been built and have commenced an efficient service. It is interesting to learn, too, that the rates for messages are to be cheaper—though the qualification "when possible" is used—than cable rates. This would really be a necessity in order to attract that extensive public patronage which profitable working will require. One will need some compensation for the admittedly slower, and less reliable, radio transmission, compared with the latest improvements effected in cabling. It may be that the public is to witness during the next few years a rate-cutting competition between the cable and wireless companies. This would be all to the good of those who send the telegrams, and have to pay for them. However, one must not look for an absurdly cheap service, for there is a limit below which it would be uneconomical to venture.

## ARMED ROBBERY.

### An Old Man Killed.

From the Tsin Wan Police Station in the New Territories comes the report of an armed robbery in which one man was killed. It is stated that men, armed with daggers, forced their way into a factory used for the manufacture of incense-sticks powder, located at To Kung Tam, near Tsin Wan. When the proprietor of the place, an old man named Fu Lan-tze, resisted he was stabbed in several places and died almost immediately. The gang had disappeared when the police went to the factory this morning, following the discovery of the dead body by one of the foks.

## CANTON CHANGES.

### Suggested New Civil Governor.

It has been rumoured in Canton recently that there will be a change in the Civil Governorship and other high official posts. General Ngai Bong-ping was mentioned as the likely new Governor, but the latest rumour is that General Hsu Sung-chi will be appointed to that post, and that General Ngai will be made Defence Commissioner of the territory between Kwangtung and Kwangsi. Other suggested changes are that the present Treasurer, Chow Lo, will be transferred to the post of Chief of the Reconstruction Bureau and that Young Sai-ngam again revert to the post of Treasurer.

## DAY BY DAY

MANKIND MUST, IN SOME THINGS, HAVE DEVIATED FROM THEIR ORIGINAL INNOCENCE; FOR THEY WERE NOT BORN WOLVES, AND YET THEY WORRY ONE ANOTHER LIKE THOSE BEASTS OF PREY.—Voltaire.

Yesterday's health returns show one case each of small-pox and enteric fever, both being Chinese.

The silk forwarded from here by the Empress of Australia on 29th June arrived in New York on 22nd July, having been 23 days in transit.

The Finance Department in Canton has appointed an official to explain to the Chamber of Commerce the various conditions of the proposed commercial tax.

A report from the East River states that Chan King-ming's force has attacked and captured Chinggo, and that the forces formerly stationed there have retreated to Taunging.

Lady Severn was presented at Court on June 13th, by the Marchioness Curzon, whilst on the following day Miss Margaret Landale was presented by her mother, Mrs. David Landale.

Mr. Chan Lim-pak writes us from Canton stating that he has no knowledge of the report in the vernacular press to the effect that he had had a demand made on him by the Mayor of Canton for a loan of \$300,000.

A Peking telegram to the *Daily Bulletin* states:—It is reported from Canton that Sun Yat-sen is negotiating with foreigners for a loan based on the security of the Silk Tax, which yields between \$2,000,000 and \$3,000,000 annually. The Peking Government will enter a protest.

It is understood (says a Peking telegram to the *Daily Bulletin*) that efforts are being made to obtain the release of Mr. Weatherbo, who was walking from Burmah to Peking. The provincial authorities in Yunnan have instructed the officials at Likiang to despatch a Colonel with 100 troops to effect his release, but they have been instructed to employ peaceful methods, which means that the provincial authorities will have to pay ransom.

## PARTNERSHIP DISPUTE.

### Judgment for Defendants.

In the Supreme Court, this morning, the Chief Justice (Sir Wm. Rees-Davies) gave his decision in the partnership dispute, which has been before the Court for several hearings during the course of the last few months. Plaintiff was Wong On Shing-ton and defendants were Au Man-kit and others. Plaintiff was a partner in the defendant firm, and he claimed an account of what was due to him at the time of his retirement.

There were thirteen partners, and the defendant, Au Man-kit, was managing partner. Defendant, on behalf of the firm bought two houses in Gilman's Bazaar for \$32,500, which he later disposed of for \$34,000. Plaintiff alleged that this latter sum was a gross undervalue. He claimed that the property was worth \$55,000. He alleged that the sale was conducted without his knowledge or consent, and further alleged a fraudulent concealment of the sale at gross undervalue. He claimed that the amount paid to him on his retirement was based on the price of \$34,000, and that nothing was paid him for the good will of the business. Defendants' case was that the Gilman's Bazaar property sold at its proper value, and they held that when plaintiff retired he executed a Deed of Retirement and the accounts were agreed and settled.

His Lordship, in his judgment, went into the evidence and argument at great length. He refused to allow anything for the goodwill of the business, and with regard to the plaintiff's allegation of fraudulent concealment, his Lordship's opinion was that he had entirely failed to prove it. Judgment was entered for defendants, with costs.

At the commencement of the case, plaintiff was represented by Mr. Eldon Potter (instructed by Messrs. Wilkinson and Grist), but when Mr. Potter left the Colony, his place was taken by Mr. O. G. Alabaster, K.C. The defence was conducted by Mr. F. C. Jenkin (instructed by Messrs. Lo and Lo).

## MORE ABOUT THE NAVAL BASE.

### Praise for Malayan Colonies.

(Reuter's Service.)

London, July 25.

In the House of Commons, Capt. the Hon. W. G. A. Ormsby-Gore, introducing the Colonial Office estimates, expressed the thanks of the Government for the voluntary gift of a dockyard site in Singapore by the Colony of the Straits Settlements, which was a fitting complement to the generous gift of the warship *Malaya* by the Federated Malay States.

Replying to a question by the Rt. Hon. G. Lambert, Mr. Baldwin said he did not know whether the Foreign Office had been specifically consulted with regard to the Singapore base, but of course it was represented in the Cabinet. Mr. Lambert asked, did the Foreign Office apprehend any particular danger in these waters? Mr. Baldwin replied that had that been the case it would obviously have been brought to his notice.

Sir A. Shirley Bonn drew attention to the statement of a leading Japanese statesman in Tokyo that the building of the base in Singapore was a natural sequel to the ending of the Anglo-Japanese agreement. Mr. Baldwin said he had not seen the statement, but it seemed to him a very sensible one.

### 3,000,000 MARKS TO THE POUND.

#### Suit-cases Needed to Carry £20.

London, July 25.

In London the exchange market has been disturbed by the collapse of marks to three millions to the pound sterling, attributed to the failure of the German Government to control transactions. Marks were finally quoted at 2,750,000 to the pound.

Berlin, July 25.

The constant depreciation of the mark led to remarkable scenes at the Reichsbank Building, which was crowded with thousands of people waiting to draw their money. The Bank was only able to pay out notes of small denominations, values larger than ten thousand marks being unavailable at present as the printing press is unable to cope with the demand. A suit-case was necessary to-day to remove the equivalent of £20, while outside the Bank, carts and lorries waited to convey supplies of money to other banks.

The Reichsbank announces that the shortage of notes of larger values is temporary, as notes of half a million and one million marks will soon be circulating. The *Vossische Zeitung* declares that ten million mark notes are to be issued shortly.

### BRITAIN AND U.S. LIQUOR BELT.

#### Twelve-Mile Limit Not Favoured.

London, July 25.

Reuter from a well-informed source learns that the departmental committee enquiring into the restrictions as to bringing liquor into United States waters has not yet completed its labours, therefore it is premature to discuss the action the British Government is likely to take with regard to the United States' request for the extension of the three mile limit, but it is considered most unlikely that it will agree to the twelve mile limit.

### BRITAIN'S NOTE UNDER DISCUSSION.

#### French and Belgian Exchange of Views.

Paris, July 25.

M. Poincare received the Belgian Ambassador, who communicated the Belgian viewpoint regarding the reply to the British Note. It is authoritatively stated that Franco-Belgian conversations are progressing favourably, but several days must elapse before the two Governments will be ready to dispatch an answer to London.

### GERMAN "GOLD" LOAN.

Berlin, July 25.

Negotiations between the Ministry of Finance and the Reichsbank and other big banks with regard to the issue of an internal loan on a gold basis have been concluded, and a loan will shortly be issued to a total of 20 to 25 million gold marks, with interest at five per cent., to mature in twelve years, and to be repaid on a dollar basis at the rate quoted in New York.

### THE NEW GOVERNOR OF BOMBAY.

London, July 25.

The member of Parliament, Colonel Leslie Wilson, has been appointed Governor of Bombay in succession to Sir G. A. Lloyd, whose tenure expires in December. Comdr. Eyres-Monsell becomes Parliamentary Secretary to the Treasury, and Major A. Boyd Carpenter becomes financial Secretary to the Admiralty.

### HOLLAND AND THE RUHR.

Paris, July 25.

The *Matin* states that M. Le Trocquer, after visiting the Ruhr, declared that Holland which has hitherto ignored the Franco-Belgian regime, now to a certain extent has officially recognised it, and an agreement is being prepared between the Dutch railways and the regime, with view to establishing a joint tariff.

### ECHO OF "HONG MOH" RESCUES.

London July 25.

At an investiture at Buckingham Palace the King pinned the Board of Trade medal for gallantry in saving life at sea on the breast of three members of the crew of H.M.S. Carlisle, for rescue work when the steamer *Hong Moh* struck the rocks near Swatow.

### INDIA'S SUCCESSFUL PARLIAMENT.

Simla, July 25.

Speaking at a banquet in his honour, Sir Frederick Whyte, president of the Legislative Assembly, said the first three years of India's Parliament had been a remarkable success.

### INDIAN STABBED.

#### Attacked by Armed Men.

The alarm was set going at the Central Police Station this morning, and on enquiries it was learned that an attempted murder took place at about nine o'clock at Sookunpoo. The victim was an Indian watchman, Pala Singh, employed by Messrs. Watson and Company. It is stated that he was met by three men and after an altercation one of the latter drew a dagger and stabbed the Indian in the chest. Later enquiries show that Pala Singh, like many other Indian watchmen in the Colony, is a money-lender. A certain sum which he had lent out to certain men was to have been paid at an appointed place. It would appear that his clients had no

intention of paying the sum, but had enticed him to an isolated spot at Sookunpoo Valley. Whilst two of them engaged him in conversation, another suddenly drew out a dagger and stabbed Pala Singh in the chest.

Though he was severely injured—the dagger being left stuck in the wound—the Indian managed to make his way to the tram terminus at Causeway Bay. Here he collapsed, and Mr. C. L. Facke, of the Hongkong Electric Company, and another European who were on the spot took him to the French Hospital. The dagger was taken from the wound, and, when examined, proved to have been formed from a triple-edged file sharpened to a very fine point. Detectives are working on the case under Sub-Inspector George Cooke of the Wanchai Division.



## HONGKONG SHIPPING CONTROL.

(Continued from Page 1.)

refer you to His Majesty's Government on the point of the legal authority for the requisitioning. This Government has definite instructions that the remuneration to vessels under the local scheme is to approximate to that paid to the large and more important class of vessels on the China Coast, which are under the Imperial Liner Requisition Scheme."

## The Shanghai Meeting.

At the meeting in Shanghai, which has been referred to, Mr. Moller said:—"In December, 1919, a test case was instituted against the Government in the Hongkong Courts. Immediately upon legal action being taken the Colonial Secretary approached the owners through the Shipowners Protection Association with a view and a request to stay such legal proceedings for such period as would give him time to communicate with the Home Government with a view to settling the matter amicably pointing out that it was inadvisable to continue expensive litigation when it was possible to settle the matter otherwise. Unfortunately our Chairman and Mr. S. T. Williamson (The Chairman of the Shipowners Protection Association) agreed to this request. This was an unfortunate mistake on their part as it gave the Hongkong Government time to prepare and put into effect an effective counter-move to frustrate and forestall the owners' claim. This took the shape of the Indemnity Ordinance, 1922."

Mr. Burkhill said:—"After agreeing to postpone the case instituted against the Government because the Shipping Controller was going on leave and because we were given to understand it would help materially an amicable settlement we found that the postponement was merely used to enable an Indemnity Act to be framed and passed which put us out of Court."

Mr. Moller subsequently, in view of comments in the Hongkong Press, wrote to the *North China Daily News*:—"Mr. Fletcher has seen fit to remark to the Press that many of my statements are untrue, to wit: That my statement 'That the Colonial Secretary at Hongkong obtained a stay of legal proceedings, and later the Government protected itself by Ordinance,' is untrue. Surely Mr. A. G. M. Fletcher cannot forget the interview, that both Mr. Williamson and myself attended at his office in the Colonial Secretariat Building. The meeting, at which the inadvisability of both parties carrying on with the legal proceedings, already instituted by us, was brought up; where it was pointed out to us, the futility of incurring huge mutual legal obligations; and where it was suggested, that in view of the early departure for Home of Mr. A. G. M. Fletcher, we should leave all proceedings in abeyance until his return, and that in the interim an adjustment might possibly take place. There is no object for me to make any untrue statements, as no possible good would ever result therefrom, nor do I desire to associate myself with any such means to attain my ends. And, I will again state that the result of this interview was the means of the legal proceedings being held up, and such facts are in written existence in Hongkong to-day. At that interview there was no whisper, intention, or warning placed before Mr. Williamson or myself that an Ordinance and the eventual Indemnity Act of 1922, would be set into operation during Mr. Fletcher's absence at Home, but such really was the case, and it came into operation and full force shortly after his return to the Colony. The coincidence and the connection were remarkable, and still even in face of this, I still believe and contend that Mr. Fletcher was at that meeting, acting in entire good faith towards us but that all the same the subsequent inauguration of the Indemnity Act of 1922, was started almost immediately afterwards with a view to block our claim and crumple our legal proceedings. Both Mr. Williamson and myself, took the guidance of Mr. Fletcher at the interview in entire good faith and acted upon same by suspending our legal proceedings forthwith."

In short, these statements are to the effect that, immediately after legal proceedings were commenced, Mr. Fletcher approached the owners with a request for the stay of such proceedings with a

view to an amicable settlement, and the words used, are capable of being understood as conveying a suggestion that Mr. Fletcher deliberately proposed the stay in order to give the Hongkong Government time to prepare the Indemnity Ordinance.

## The Government's Reply.

The accuracy of these statements by Mr. Moller and Mr. Burkhill may perhaps be called in question.

There is first the use of the word "immediately," with its obvious inference that the legal proceedings caused Mr. Fletcher or the Hongkong Government some perturbation. Mr. Moller rightly says that proceedings were commenced in December, 1919, and he has supplied the date of Mr. Fletcher's alleged request in the passage beginning "Surely Mr. A. G. M. Fletcher cannot forget the interview." The interview took place on the 23rd August, 1920, and Mr. Moller's "immediately" resolves itself into a period of more than eight months.

The second point is the statement that Mr. Fletcher approached the owners with a view and a request to stay proceedings. Mr. Fletcher did not approach the owners. The owners approached him. The evidence on this point is as follows:—Mr. Fletcher to the Hon. Mr. E. H. Sharp, K.C. Counsel for the Hongkong Government: 24th August, 1920:—"Moller and Williamson tell me that Turner from Deacon's office represented to them yesterday that you were anxious to get on with the Wollwra case immediately. I had, seen Moller and Williamson yesterday before Turner came to them and we agreed informally that it would be better to let the matter stand over in order that there might be opportunity for consideration of certain cases which were now pending at home."

Crown Solicitor to Messrs. Deacon, Looker, Deacon, and Harston: 25th August, "Wollwra Steamship Co. v. Attorney General." With regard to Messrs. Moller and Williamson's proposal to the Colonial Secretary that this case should stand over."

Minute by the Attorney General: 1st June, 1921:—"As a matter of fact the arrangement was made at the request of the plaintiffs, and I remember that I felt some difficulty about agreeing because there was always the possibility that Mr. Fletcher might not return and he is the only person who knows anything about the facts."

Crown Solicitor to Messrs. Deacon, Looker, Deacon, and Harston: 6th June, 1921:—"I would remind you that the arrangement that the action should stand over was made at the request of your clients."

Messrs. Deacon, Looker, Deacon, and Harston to Crown Solicitor, 7th June, 1921:—"We think that the arrangement referred to, although actually made at our clients' request, was in fact (and was so understood by both sides) a mutual agreement for the mutual benefit of both sides as Mr. Fletcher and Mr. Williamson were, at the time that the arrangement was made, understood to be about to leave the Colony."

In "The humble petition of Messrs. A. R. Burkhill & Sons of Shanghai, Messrs. Moller & Co. (Shanghai) Limited of Shanghai" and others, dated the 17th June, 1921, the following statement appears:—"On the 25th August, 1920, the Government consented to the case being postponed."

Mr. Fletcher concurs that the arrangement, though proposed by the owners, was mutual. A representation was made to him that certain actions, involving similar claims against the Imperial Government, were pending at home, and he entirely agreed with Mr. Moller and Mr. Williamson that it would be a mere waste of money for the owners to proceed with their case in Hongkong when it appeared possible that the matter in dispute would shortly be settled at home, at the expense of litigants in the Courts in London.

Origin of Indemnity Ordinance. The third point is the suggestion that, in agreeing to the stay of proceedings, Mr. Fletcher had some information regarding the intention of the Government to pass an Indemnity Ordinance, which he concealed from the owners. Messrs. Deacon, Looker, Deacon, and Harston wrote to the Crown Solicitor on the 7th June, 1921:—"We do not know whether the Government had the present proposed Ordinance in mind when this arrangement (for the stay of proceedings) was come to. If it had, disclosure thereof should have been made."

The Crown Solicitor replied on the 16th June, 1921:—"When the above arrangement was made

## ANOTHER PIRACY.

## Only Two Survivors.

The report of a piracy, in which all the members of the crew were killed with the exception of the master and a small boy, was brought into the Colony by the master of a two-masted junk trading between coast ports. He said that pirates boarded his junk from another boat on the afternoon of the 21st instant. The crew were killed by a fusillade of shots that followed the appearance of the pirate vessel. The small boy and the master were the only survivors.

## LAWN TENNIS.

## The I.R.C. Tournament.

Yesterday's Challenge Round. In the challenge round of the I.R.C. lawn tennis tournament, S. A. Rumjahn defeated A. H. Rumjahn (the holder) yesterday in three straight sets, by 6-1, 6-3, 3-7.

A. H. Rumjahn was not in form, and lost the first and second sets without having a look-in. He made a stand, however, in the third set, and with the score 7-6 in his favour came within a point of winning it.

By gaining the I.R.C. championship without the loss of a single set, S. A. Rumjahn has done very creditably.

## The Hong Doubles.

The final match in connection with the Hong Doubles is to be played off to-day, commencing at 5 p.m., between F. A. Redmond and L. Porter and Commodore Grace and Worthington.

## NO FUMBLING.

An elderly woman paid her first visit to the dentist to have several teeth extracted. "Will you have gas, madam?" she was asked. "Certainly," she replied, "I don't want you fumbling in the dark."

last August, the Government had no Indemnity Ordinance of any kind in contemplation and had never considered the question of introducing an Indemnity Ordinance.

The first proposal for an Indemnity Ordinance came from the Secretary of State for the Colonies in a circular despatch, dated the 28th December, 1920, which reached Hongkong on the 13th February, 1921. Mr. Fletcher left the Colony for England on the 1st January, 1921, and on that date neither he nor the Government had contemplated any question of an Indemnity Ordinance. The Governor wrote to the Secretary of State on the 27th November regarding the legal proceedings which had been commenced, and he made no suggestion of any possibility of a solution by means of an Indemnity Bill. The circular despatch of the 28th December, 1920, is the opening document on the file dealing with the proposal for an ordinance.

Mr. Fletcher arrived in England at the end of February, 1921, and on a date which he cannot recall, he was informed at the Colonial Office of the circular despatch, and his opinion was invited. He referred to the arrangement for the stay of legal proceedings during his absence and he suggested that the introduction of an ordinance in the Colony would be construed as an act of bad faith on the part of the Hongkong Government. The Imperial Government, under whose orders the Hongkong Government had acted, was obviously the responsible party, and, if it desired to make certain of its position, it should do so by means of the Imperial legislation.

Mr. Fletcher heard nothing further until his return to the Colony on the 15th December, 1921, when he found that the Indemnity Bill had been read a first time. He re-opened negotiations with the owners, which finally ended in the proposal as to division of profits, which the Union official Members of the Legislative Council rejected. The Unofficial Members at the same time advised that the Indemnity Bill should be proceeded with.

It seemed to Mr. Fletcher that he could not usefully do anything more on behalf of the owners, and he reported to the Attorney General on the 27th July, 1922, that he had interviewed Mr. Williamson and Mr. Shenton and that "I took the attitude that the question of future action was now out of my hands and the correspondence should be between the Solicitors."

The Indemnity Ordinance became law on the 18th August, 1922.

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## TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory by the American Consulate, General, Hongkong, at 11.30 a.m. to-day:—

Typhoon in about 118 deg. Long, E. 20 Lat. N., moving W.N.W.

The black cone, indicating that a gale may be expected from the north, was hoisted in Hongkong this morning.

The Observatory report issued this afternoon states that at 6 o'clock this morning the typhoon, which seems to be of small diameter, was in Lat. 20 N. and Long 118 E., moving W.N.W.

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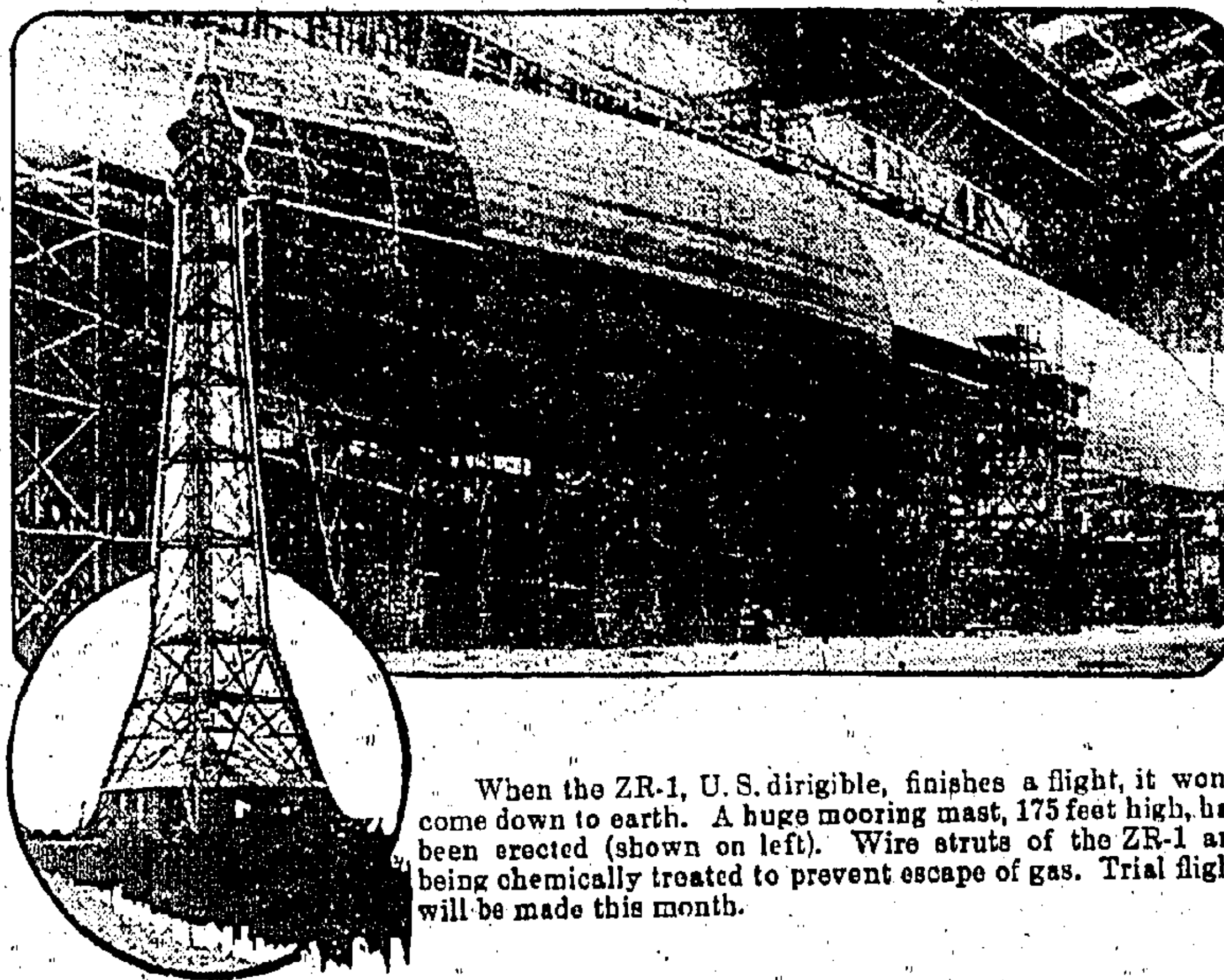
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Down in Westlake, a terrific gale lifted this house from its foundations while its occupants were at the dinner table. They escaped injury.



Miss Dorothy Watson, telephone operator, acclaimed the best looking girl in St. Paul. She'll enter a national beauty contest in New York soon.



Hanging by his feet, from a tree branch swinging out from a mountain peak thousands of feet high, Lucieno Albertini, the "Fairbanks" of Europe, and his partner laugh at danger.



A new rotary plough, which, it is claimed, will revolutionize farming methods.



Probably no group of people suffers so much from the heat as the tenement dwellers of New York's East Side. The city treats the kiddies to a cooling shower each hot day, as shown here.



Mrs. Elbert H. Gary, wife of the chairman of the U.S. Steel Corporation, who has been on a long tour to Europe.



These girls have an exciting game with a ball the size of a push ball, but much lighter in weight. It often gets beyond their reach. This, at a sports fete at Porte Doree, near Paris.







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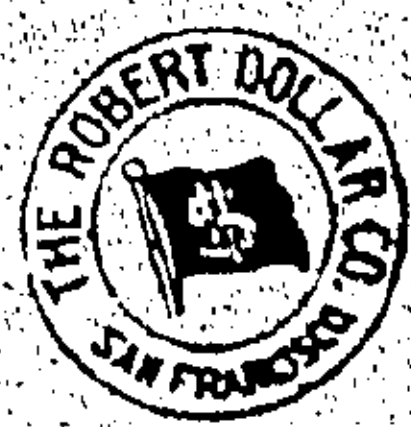
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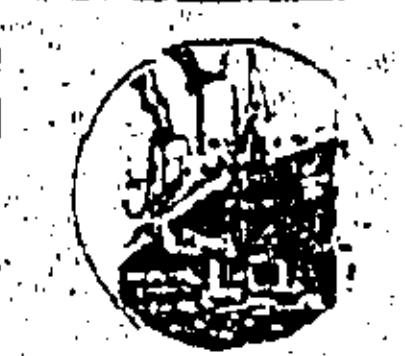
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KHIVA	9,097	8th Aug.	B'bay, M'les, Gib., L., A'werp
KALIPPORE	5,273	15th Aug.	S'pore, P'ang, C'bo & B'bay
KASHMIR	8,960	22nd Aug.	M'les, Gib., L'don & A'werp
SICILIA	6,813	28th Aug.	S'pore, P'ang, C'bo & B'bay

**BRITISH INDIA-APCAR SAILINGS (South)**

TORILLA	5,205	27 July 3 p.m.	S'pore, Penang & Calcutta
JANUS	4,824	29th Aug.	S'pore, Penang & Calcutta

**EASTERN & AUSTRALIAN SAILINGS (South)**

ST. ALBANS	4,500	4th Aug.	M'les, S'kan, Thursday Is., Townsville, Brisbane, Sydney & Melbourne.
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Freight rates from Australia with the following:—  
To London & Company's steamers to the United Kingdom via New Zealand, Vancouver, etc.  
To London & Company's steamers to the United Kingdom via the Cape.  
To London & Company's steamers to the United Kingdom via the Cape.  
To London & Company's steamers to the United Kingdom via the Cape.

**SAILINGS TO SHANGHAI & JAPAN.**

MACEDONIA	11,089	27 July 10 a.m.	S'hai, Moji, Kobe & Y'hama
CHAKRATA	5,682	29th July	Yokohama
JANUS	4,824	5th Aug.	Shanghai, Moji & Kobe
EASTERN	4,000	7th Aug.	Yokohama

All dates are approximate and subject to alteration without notice.  
Wireless on all steamers.  
Parcels measuring not more than 14 ft. x 2 ft. x 1 ft. will be received at Company's Office up to noon on the day previous to sailing.  
For Passage Rates, Handbooks, Freight, etc., apply to  
**MACKINNON, MACKENZIE & CO.**  
Agents.  
25, Des Voeux Road Central.

**JAVA-CHINA-JAPAN LIJN.****REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.**

Steamer	From	Arrives on or about	Will leave on or about	For
Tjmanoeck	Java	In port	27th July	Shanghai
Tjlandari	N. China	26th July	28th July	Batavia
Tjikiel	Java	25th July	27th July	Japan
Tjilwong	Japan	6th Aug.	8th Aug.	M'esar, S'hai

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

**Java-China-Japan Lijn.****GLEN AND SHIRE.**

JOINT SERVICE OF STEAMERS

U. K. STRAITS, CHINA &amp; JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leave Hongkong
GLENSANDA	30th July	OLENIFER	7th Aug.
GLENSHANE	13th Aug.	Genoa, L'don, R'dam & H'burg	
PEMBROKESHIRE	30th Aug.	CANARVONSHIRE	13th Aug.
OLENLUCE	10th Sept.	London, Rotterdam & H'burg	

Movements are subject to change without notice.

For freight or further particulars please apply to—

**JARDINE, MATHESON & CO., LTD.**AGENTS **THE GLEN LINE, LTD.**

Telephone Central No. 215, sub-ex. 23 and 3696.

**M MESSAGERIES MARITIMES M**

SERVICES CONTRACTUELS

Mail Steamer	Next Sailing from Marseilles	Pro. arr. at H'g. and Sailing for S'hai & Japan	Pro. Sailing from M'les
ANGKOR	—	—	6th Aug.
CHAMBERLAIN	—	—	20th Aug.
PAUL LECAT	29th June	31st July	3rd Sept.
ANDRE LEBON	13th July	17th Aug.	17th Sept.
AMBOISE	27th July	28th Aug.	1st Oct.
CORDILLERE	10th Aug.	11th Sept.	15th Oct.

**RATES OF PASSAGE MONEY TO MARSEILLES.**  
(including Table Wine and free Doctor's attendance)  
A Class 1st Class £95.00 B. Class 1st Class £89.00  
Steamers 2nd Class £68.00 Steamers 2nd Class £62.00  
Through Tickets to London and Leading Towns of Europe.  
Accommodation reserved in the trains at Marseilles.

**LIQNE COMMERCIALES (CARGO-BEATS)**

S.S. Lt. de MISSILESSY loading for Bordeaux, Havre, Antwerp and Dunkirk about 29th July.

Sailings and dates subject to alteration without notice.

For full particulars apply to:

Telephone Central 740.  
CORRECTION. TRANSIT. REPRESENTATION.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

**VICTORIA, SEATTLE & VANCOUVER** via S'hai & Japan ports.  
Through Bills of Lading issued to all Overland Common Points in U.S.A. & Canada.  
Through passage rates to Europe via America G. \$405. G. \$420. G. \$440.

KAGA MARU	Thursday, 26th July
IYO MARU	Saturday, 11th Aug.
SHIZUOKA MARU	Wednesday, 5th Sept.
MARSEILLES, LONDON & ANTWERP	via Singapore, etc.
KASHIMA MARU	Wednesday, 1st Aug.
HAKONE MARU	Wednesday, 15th Aug.

**HAMBURG via LONDON & ROTTERDAM.**  
MITO MARU ... Friday, 10th Aug.  
**LIVERPOOL via MARSEILLES & VALENCIA.**  
TOROSHIMA MARU ... First half August.

**SYDNEY & MELBOURNE** via Manila, etc.  
ART MARU ... Wednesday, 15th Aug.  
TANGO MARU ... Wednesday, 19th Sept.

**NEW YORK and/or BOSTON via PANAMA.**  
DELAGOA MARU ... Saturday, 4th Aug.  
**BUENOS AIRES** via S'pore, Delagoa Bay, Durban & Cape Town.  
KAMAKURA MARU ... (Calla Saigon) Saturday, 28th July.

**BOMBAY via Singapore, Penang & Colombo.**  
SADO MARU ... Friday, 27th July.  
**CALCUTTA via Singapore, Penang & Rangoon.**  
NOJI MARU ... Monday, 30th July.

**NAGASAKI, KOBE & YOKOHAMA.**  
TANGO MARU ... Thursday, 16th Aug.  
**SHANGHAI, KOBE & YOKOHAMA.**  
FUSHIMI MARU ... Tuesday, 31st July.

**MORIOKA MARU** ... Saturday, 4th Aug.  
**MISHIMA MARU** ... Wednesday, 15th Aug.  
**TAMBA MARU** ... Wednesday, 15th Aug.

For further information apply to— **NIPPON YUSEN KAISHA.**  
Tel. Central Nos. 292, 293 & 2422. F. OGURI, Manager.

**DODWELL & CO., LTD.**

NEW YORK BERTH.

FOR BOSTON &amp; NEW YORK via SUEZ.

S.S. "EGREMONT CASTLE" Sailing on or about 11th Aug.  
S.S. "BOWES CASTLE" Sailing on or about 7th Sept.

**LYDD TRIESTINO.**

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO ITALIAN PORTS 266.

FOR SHANGHAI, YOKOHAMA &amp; KOBE.

S.S. "TRIESTE" ... Sailing on or about 29th July.  
S.S. "ROSANDRA" ... Sailing on or about 2nd Sept.

FOR BRINDISI, VENICE &amp; TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "DUCHESSA D'AOSTA" Sailing on or about 7th Aug.  
S.S. "TRIESTE" ... Sailing on or about end Aug.  
S.S. "ROSANDRA" ... Sailing on or about end Sept.

**NATAL LINE OF STEAMERS.**

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS  
S.S. "UMZUMBI" ... Sailing on or about 25th July.

From Calcutta and Colombo.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

**DODWELL & CO., LTD.,**

Telephone Central 1030. Agents.

**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES &amp; AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION)

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
TAIYUAN	26th July	31st July, 4 p.m.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

**Butterfield & Swire.**

(JOHN SWIRE &amp; SON, LTD.)

Telephone Central No. 36. Agents.

**"ELLERMAN" LINE.**

(Ellerman &amp; Bucknall S.S. Co., Ltd.)

UNITED KINGDOM &amp; CONTINENT SERVICE.

OUTWARDS.

"City of Boston" ... Shanghai, Kobe & Yokohama.  
"City of Manchester" ... M'les, London, A'werp, H'burg.

PASSAGE RATES TO LONDON.

A. Class Steamers	1st Class £92.—	2nd Class £62.—
B. Class Steamers	1st Class £84.—	2nd Class £56.—
C. Class Steamers	1st Class £36.—	

N.B. "C" Class Steamers comprise those of the Cargo type which have accommodation for a few passengers but do not carry Doctor or Stewardess.

Subject to change without notice.

For further particulars apply to

**HOLYOAK MASSEY & CO., LTD. THE BANK LINE, LTD.**  
CANTON. Tel. Central 780/1.

COASTAL SHIPPING.

**INDO CHINA STEAM NAVIGATION Co., Ltd.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
TTAO via S'hai & S'hai	Walshing	Thurs. 26th July at noon.
BANGKOK	Chaksang	Fri. 27th July at 10 a.m.
HAIPHONG via Hoihow	Leesang	Fri. 27th July at 8 a.m.
SEANGHAI via Swatow	Tungshing	Fri. 27th July at noon.
MANILA	Wingsang	Fri. 27th July at 3 p.m.
TIENTSIN	Chipsang	Sat. 28th July at noon.
TTAO via S'hai & S'hai	Yatshing	Tues. 31st July at noon.
KOBE via Moji	Lalsang	Sat. 4th Aug. at noon.
BANGKOK via Hoihow	Chunsang	Sat. 7th Aug. at 8 a.m.
SANDAKAN	Hinsang	Thurs. 9th Aug. at 4 p.m.
KOBE via Moji	Fooksang	Fri. 10th Aug. at 9 a.m.
STRAITS & Calcutta	Hosang	Sat. 11th Aug. at 3 p.m.

**CALCUTTA LINE**—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. **SHANGHAI LINE**: Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

**MANILA LINE**—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

**HAIPHONG LINE**—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

**BORNEO LINE**—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

**TIENTSIN LINE**—A regular service is run from March to Nov. between Hongkong & Tientsin occasionally calling at Wei-haiwei & Chefoo.

**BANGKOK LINE**—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

**CALCUTTA LINE.**

S.S. "Hosang" will be despatched on or about Saturday, 11th Aug., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

**JARDINE MATHESON & CO., LTD.**

Telephone Central No. 215. General Managers.

**DOUGLAS STEAMSHIP CO. LTD.**

HONGKONG &amp; SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Hatfield ...	J. S. Thomson	FRI. 27th July at 1 p.m.
Hatfield ...	W. C. Parnore	TUES. 31st July at 1 p.m.
Hatfield ...	Ellis Walker	FRI. 3rd Aug. at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

**Douglas Lapraik & Co.,**

General Managers.

**KONINKLYKE PAKETVAART MAATSCHAPPIJ.**

Royal Packet Navigation Co. of Batavia.

**S.S. VAN OVERSTRATEN**

will be despatched on  
to SINGAPORE, PENANG and BELAWAN DELI.

Excellent saloon accommodation, all lower berths. English Cuisine, doctor carried, wireless telegraphy.

1st. CLASS FARE TO SINGAPORE, \$100.

In connection with the Royal Packet Nav. Co's (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents:— **JAVA CHINA JAPAN LIJN,**

Telephone Central No. 1574. York Building, Chater Road.

**NANYO YUSEN KAISHA.**

The South Sea Mail S.S. Co., Ltd.)

REGULAR FORTNIGHTLY

SERVICE

between

JAPAN, HONGKONG &amp; JAVA.

For Batavia, Samarang &amp; Sourabaya

S.S. MACASSAR MARU Sailing on or about 6th Aug.

S.S. SAMARANG MARU Sailing on or about 13th Aug.

For Moji, Kobe, Osaka &amp; Yokohama.

S.S. BANDOENG MARU Sailing on or about 1st Aug.

S.S. CHERIBON MARU Sailing on or about 27th Aug.

For further particulars please apply to—

**K. SUZUKI,**

Manager.

Tel. Central No. 2206.

Second Floor, Prince Building.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.

From HAMBURG via BREMEN, AN'WERP & SINGAPORE.  
The Company's Steamship  
"LONDON MARU"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 30th July, 1923, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

OSAKA SHOSEN KAISHA,

K. SHIMA,

Manager.

Hongkong, 24th July, 1923.

NOTICE TO CONSIGNEES.

SERVICES CONTRACTUELS  
DES MESSAGERIES  
MARITIMES.

S.S. "CHAMBORD"

Consignees of Cargo from Marseilles &c. also cargo ex s.s. "Ville de Verdun" & "Min" from Havre, Cognac &c.

In connection with above Steamer are hereby informed that their good with the exception of Opium Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before noon to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Underigned. Goods remaining unclaimed after the 25th, instant at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 29th July, 1923, or they will not be recognized.

All damaged packages will be examined on Wednesday the 25th inst. at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,

Acting agent.

Hongkong, 19th July, 1923.

**THE BEN LINE STEAMERS LIMITED.**

From LEITH, MIDDLESBRO', LONDON & STRAITS.

The Steamship,

"BENLAVERS."

CONSIGNEES of cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All claims against the steamer must be presented to the Underigned on or before the 3rd. prox. or they will not be recognized.

All broken chained and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by.

GIBB, LIVINGSTON &amp; CO., LD.

Agents.



## NOTICE.



**Margaret Young**  
PRIMA DONNA OF VAUDEVILLE

Call and inspect the latest machine models at

THE BRUNSWICK STUDIO  
17 ICE HOUSE STREET

**BRUNSWICK**  
PHONOGRAPHS AND RECORDS

Tel. 654 **HOP CHEONG** 55, Queen's Road, Central.

COMPLETE HOUSE FURNISHERS

DEALERS IN

SWATOW, DRAWN AND LACE WORK

EMBROIDERIES, OLD MANDARIN COATS.

SILK, ETC., ETC.

LARGE CONSIGNMENT JUST UNPACKED.  
INSPECTION CORDIALLY INVITED.

## HOTELS.

## LEADING FAR EASTERN HOTELS.

## HONGKONG:

Hongkong Hotel, Peak Hotel,  
Repulse Bay Hotel.

## SHANGHAI:

Astor House Hotel, Palace Hotel,  
Grand Hotel Kalee.

## PEKING:

Grand Hotel des Wagon Lits.

The Hongkong Hotel Co.

In conjunction with

The Shanghai Hotels, Ltd.

and

The Grand Hotel des Wagons-Lits, Ltd.

## KING EDWARD HOTEL.

## CENTRAL LOCATION.

ELECTRIC LIFTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

Tel. Central 373

Telegraphic Address: "VICTORIA"

J. WITHELL,

Manager.

## THE EUROPE HOTEL

## SINGAPORE.

DANCING AFTER DINNER.

EVERY MONDAY, WEDNESDAY AND SATURDAY.

TEA DANCES

TUESDAYS AND THURSDAYS.

The Hotel Orchestra under the Direction of

Mr. F. R. Martens.

Telephones in every Room.

Telegraphic Address: "EUROPE, SINGAPORE."

Telephone No. 2740 (9 lines).

THE EUROPE HOTEL, LTD.

ARTHUR E. ODELL, Manager

## KINGSCLERE HOTEL MID-LEVEL

## KNUTSFORD HOTEL KOWLOON

SACHSE, LENNOX & Co., General Agents

Are resident Managers.

## PALACE HOTEL, KOWLOON.

Tel. No. Kowloon 8.

Tel. Add. Palace.

Two minutes from Ferry and Railway Station. Five minutes from Ferry from Hongkong

& first class Hotel in every respect and under English management.

Opening under personal supervision of the Proprietor.

Leaving Bar and Billiard Room.

Terms Moderate.

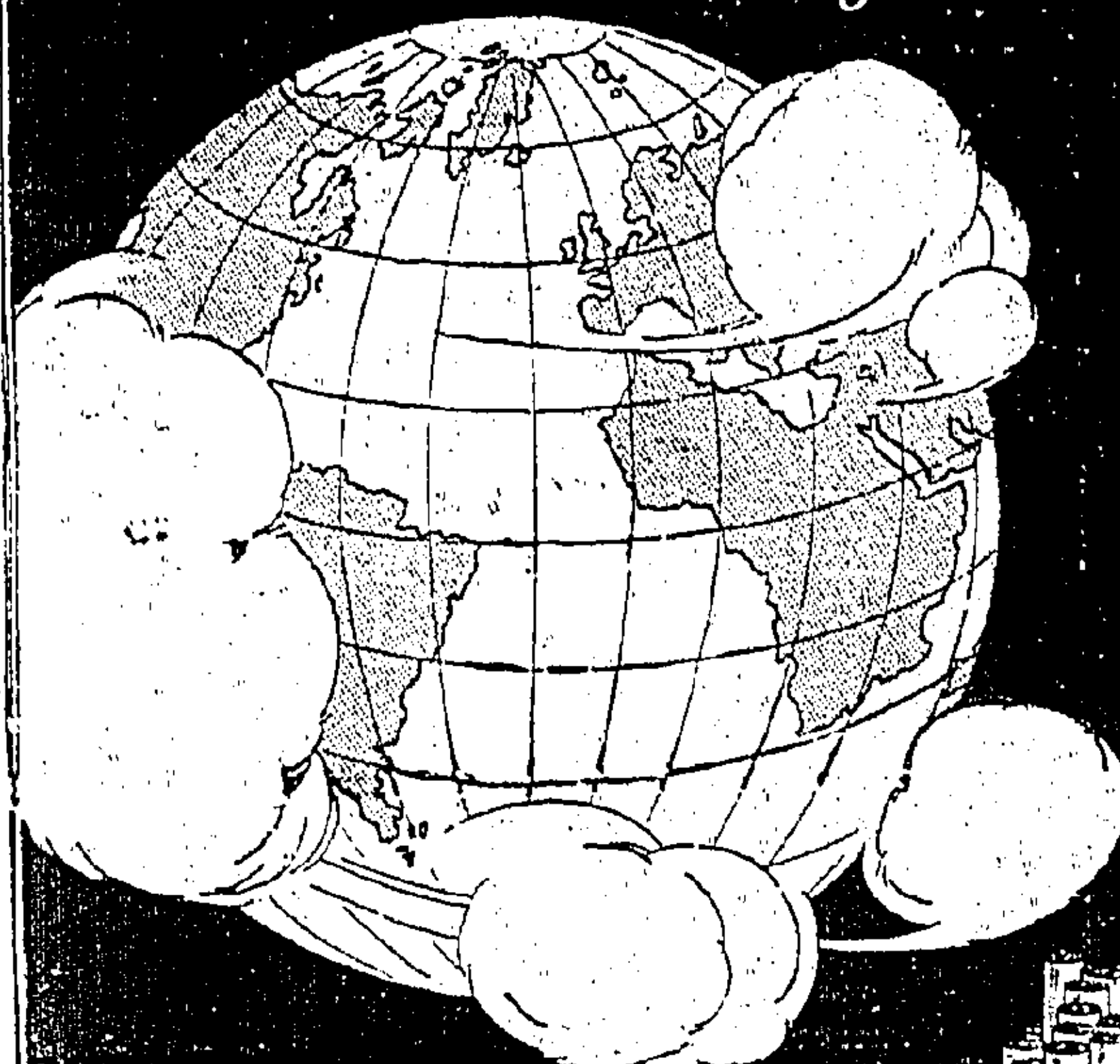
Special arrangements for families on application to

J. H. OXBERRY,

Proprietor.

# "The Three Castles"

## Virginia Cigarettes



Smoked  
'round the  
World

Guaranteed  
manufactured  
in England

Made in—Regular  
Magnum and Super  
Magnum Sizes



This advertisement is issued by the British-American Tobacco Co. (China), Ltd.

## THE CORONET.

## "Don't Doubt Your Wife."

An exceptionally well-produced and absorbing story, with an interest wider than the average output of films, was shown at the Coronet yesterday, when the first domestic drama, "Don't Doubt Your Wife," which is the attraction for the next few days, was screened for the first time. "Don't Doubt Your Wife" is an original story by the popular star, Leah Baird, in which she plays the role of a wife who, to be happy, needs to play Edward Peil is her husband, a self-made business man who loves his wife, but neglects to tell her so. Emory Johnson is the rich young idler who never could understand why she had not chosen him for her husband. The story relates a series of marital disagreements which lead to divorce, and it then shows the aftermath. From the time Miss Baird appears on the screen as the "doubtful" wife, until the fading out of the surprise finish, she keeps matters moving at a fast pace. Some of the scenes are full of spectacular interest in thrills. Leah Baird is as charming and beautiful as usual, and her acting natural and spontaneous. She is well supported by the other members of the cast, and altogether "Don't Doubt Your Wife" is a very fine production.

## PASSENGERS DEPARTED.

Per P. and O. s.s. Devanah, July 25.—Mr. and Mrs. G. H. Read, Mr. Yeoh Leik-see, Miss H. S. Haines, Mr. L. Baines, Mrs. O. O. Bill and infant, Mr. W. Kay, Mr. I. Beck, Miss Yu Keng-neung, Mr. and Mrs. Chen Bah-miu, Mr. W. Ryden, Miss M. Bell, Dr. D. K. Pillai, Miss S. Ellis, Mr. C. H. Wang, Mrs. W. H. Groskamp, Mr. and Mrs. Carnes, Capt. I. J. V. Scott, Mr. D. Hoessl, Mr. A. T. Silcock, Miss Chun Ming-chung, Mr. W. S. Clarke, Mr. A. G. Gunn, Mr. E. Denning Kemp, Mrs. A. D. Hughes and infant, Mr. C. V. Carryer, Mrs. G. Stubbings, Miss Groskamp, Mr. W. E. Rigby, Lt. H. W. A. Kemmis, R.N., Mr. J. Corvis, Mr. W. Cawsey, Miss C. Goorich, Lt.-Col. and Mrs. Beaumont.

Per P. and O. s.s. Soudan, July 25.—Mr. and Mrs. H. K. Dimelows, Mr. Pang Tak-leun, Mr. L. Dyson, Misses Dimelows (2), Mr. K. C. Tseng, Miss K. C. Elder, Mr. King Van-pow.

## EXCHANGE.

(Opening Rate: closing Rate on Page 1.)

SELLING		30 d/s. San Francisco and New York	
T/T	2/2	4 m/s. Mark	Nom.
Demand	2/2 1/2	4 m/s. France	9.25
60 d/s.	2/2 1/2	6 m/s.	9.40
4 m/s.	2/2 1/2	Demand, Germany	61 1/2
T/T Shanghai	100	Demand, New York	100 1/2
T/T Singapore	95	Demand, Bombay	100 1/2
T/T Japan	105	T/T Calcutta	100 1/2
T/T India	105	Demand, Calcutta	105 1/2
Demand India	105	On Yokohama	105 1/2
T/T San Francisco and New York	51 1/2	Demand, Manila	105 1/2
T/T Java	125	Demand, Singapore	105 1/2
T/T Marks	Nom.	Demand, Batavia	Nom.
T/T France	8 5/8	On Haiphong	83
Demand, Paris	8 5/8	On Saigon	83
BUYING		On Bangkok	83
4 m/s. L/C.	2/3 11/16	Sovereign	8.72
4 m/s. D/P.	2/3 13/16	Gold leaf per Tael	48.80
6 m/s. L/C.	2/4	Bar Silver ready	30 1/2
30 d/s. Sydney and Melbourne	2/4	forward	30 3/4
		Bank of England rate	3% 3/4
		New York/London	4.59 1/2

## SUBSIDIARY COINS.

Hongkong 50 cent pieces @	1/25 par.
10 "	2 1/2 dis.
5 "	1 1/2 dis.
Canton sub. coins	1 1/2 dis.
Hongkong July 26, 1923.	

## POST OFFICE NOTICE.

Telegraphic Communication with Wagon Light-house is interrupted.

## INWARD-MAILS.

From	Per	Date
Japan	26th July	
Europe via Suez (Letters and Papers)		
London 26th June & parcels 20th June)		
Amoy	26th	
Shanghai	26th	
Shanghai	26th	
Australia & Manila	26th	
Shanghai	26th	
Canada, U.S.A. Japan & Shanghai	26th	
France	26th	
Japan	26th	

## OUTWARD-MAILS.

For	Per	Date
Shanghai	27th inst.	8.30 p.m.
Bangkok	27th inst.	9 a.m.
Straits, Ceylon, Mauritius, L. Marques, S. Africa, India via Diu and Kutchi	27th inst.	10.30 a.m.
Bombay & Amoy	27th inst.	11 a.m.
Shanghai	27th inst.	1.50 p.m.
Swatow, Amoy & Foochow	27th inst.	3 p.m.
Straits & Calcutta	27th inst.	3 p.m.
Manila	27th inst.	3 p.m.
Shanghai, Japan, Canada, U.S.A., O & S America	27th inst.	3 p.m.
B.C.	27th inst.	3 p.m.

## Board of Conservancy Works of Kwangtung.

Waterlevels in English Feet 8 a.m.

Place of Observation	Highest W.L. ever recorded Feet	Highest W.L. ever recorded Feet	W.L. July 25 Feet	W.L. July 26 Feet
Wuchow West River	+ 79.80	-2.42	—	—
Kongmoon	+ 14.70	-0.80	—	—
Linkongh North	+ 57.00	-0	9.5	12.5
Samsui	+ 27.25	-5.00	—	11.5
Sheklung East	+ 15.15	-0.98	2.8	2.7

## ENTERTAINMENTS.

A Suggestion to the Married—  
A Cure for Doubting Husbands!

See

**LEAH BAIRD**

—In—

A Whirlwind of Love, Jealousy  
and Beautiful Dresses.

**"DON'T DOUBT YOUR WIFE"**

TONIGHT and FRIDAY

at

**THE CORONET**

## LAST NIGHTS OF

**NICOLA**

at

**THE STAR**

Don't Miss

THE GREAT LEVITATION ACT—  
Ten years to Perfect—the only  
thing of its kind in existence

THE CRYSTAL GAZING Seance  
Past - Present - Future - NICOLA  
sees all—knows all—tells all!

THE DAINTY DARES in new  
songs and dances.

WAGNER—the Lightning Cartoonist.



Wednesday, 25th. to Saturday, 28th.

At 5.15 & 9.15 p.m.

A ROBERTSON-COLE SUPER-SPECIAL  
**"GOOD WOMEN"**

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